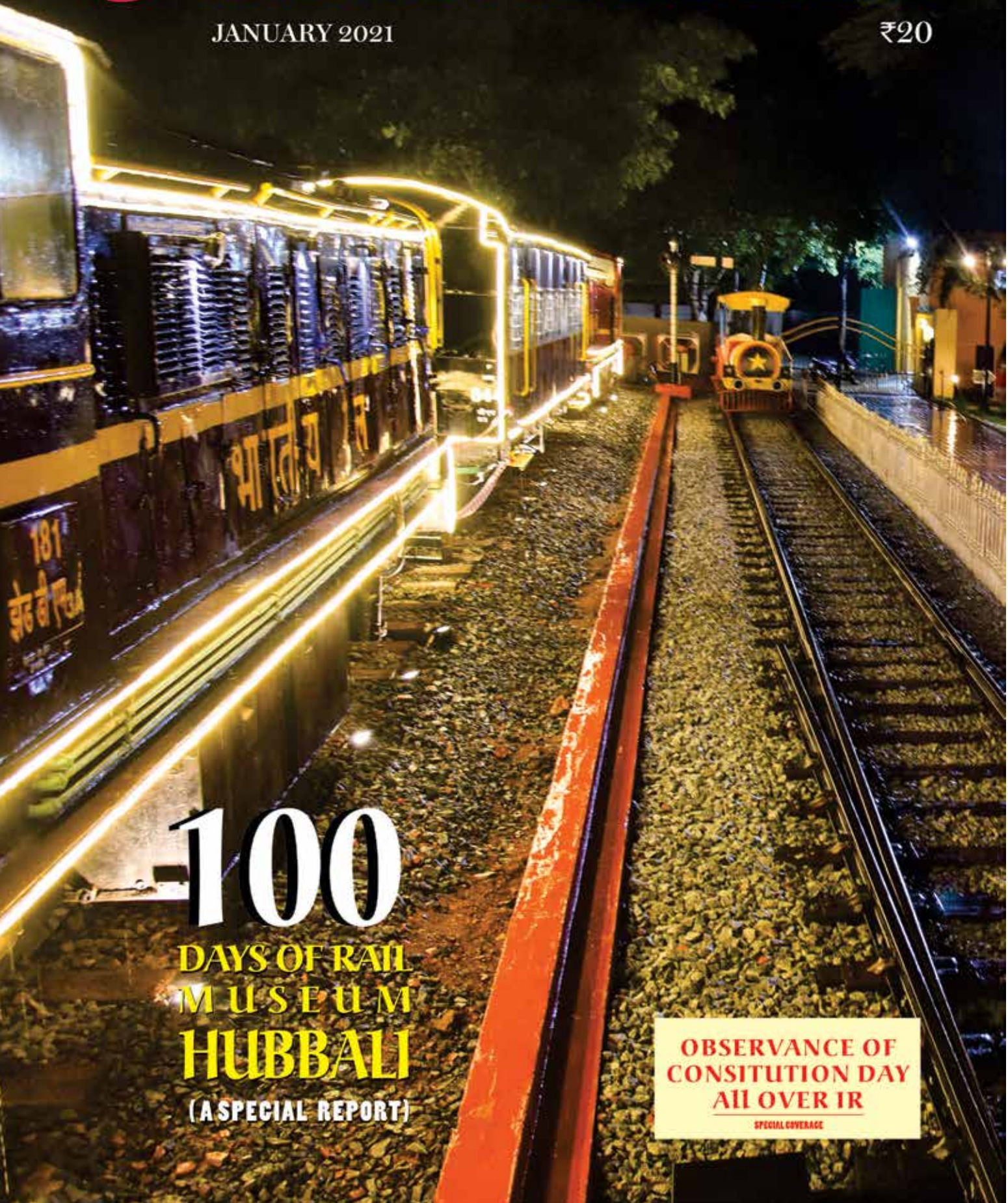




# INDIAN RAILWAYS

JANUARY 2021

₹20



# 100

DAYS OF RAIL  
MUSEUM  
HUBBALI

(A SPECIAL REPORT)

OBSERVANCE OF  
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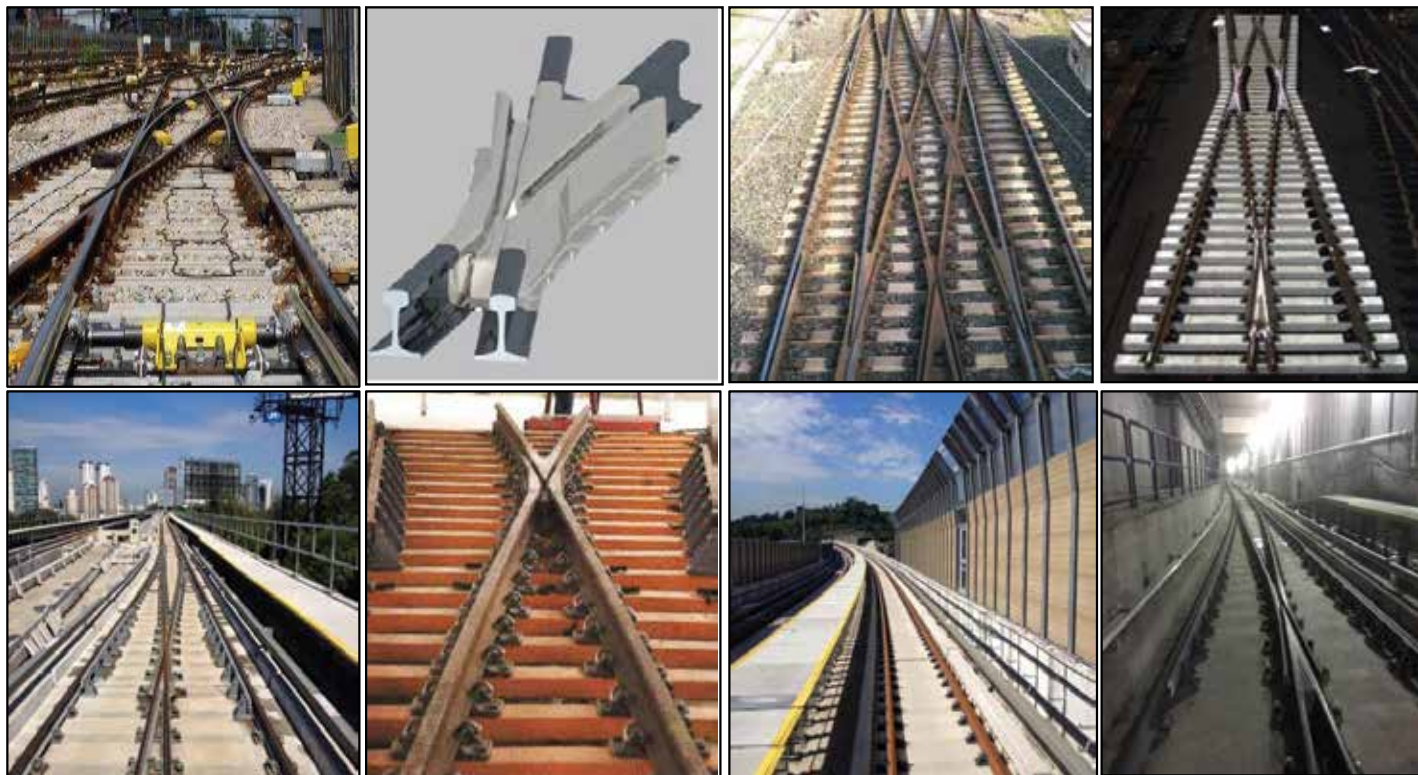
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An illuminated Evening View of  
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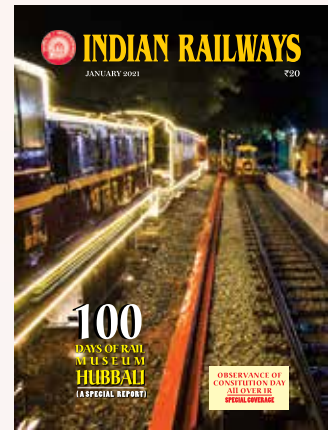
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# Editorial

Good Bye 2020. Welcome 2021.

Arithmetically 20 is always followed by 21 – we all know that. But this “2021” carries a very special significance for all of us and it is no rocket science to know why. The year 2020, the 50<sup>th</sup> anniversary year of the diabolical Hiroshima-Nagasaki bombing, has seen perhaps the most fatal and the most macabre catastrophe in the world history. Indeed, in terms of sheer death toll, the Covid-19 has surpassed even the 2<sup>nd</sup> World War. At the time of writing this editorial, the Covid Vaccine in India is waiting for the necessary authorisation from the Government and if media reports are to be believed, Indians can expect its first shot in late January or early Feb 2021. We hope the nightmarish memories of 2020 will soon be a thing of the past. We hope 2021 will bring in new rays of hope, new lights and new aspirations in the lives of those who have lost their near and dear ones in the pandemic.

As far as Indian Railways is concerned, the bygone year has been extra-ordinarily special. IR rose to the occasion to fulfil its social responsibility by not letting supply of essential commodities lag even during the lockdown months, made provisions of Isolation coaches for Corona patients and even maintained a steady supply of masks and hand-sanitizers to the people in need of these things. IR collected blessings of more than 60 lakhs stranded labourers and their family members by transporting them to their respective native places. Internally, IR transformed this calamity into an opportunity by completing those maintenance works which were kept pending pre-lockdown due to difficulties in taking mega blocks. Introduction of Kisan Rails brought cheers from our farmers and showed that IR is not oblivious of its responsibilities to all sections of our society. At Bina, W.C. Rly, solar energy is being trapped to feed into the traction to run trains which is the first of its kind in the entire world. Despite the economy being buffeted on the face by Covid crisis, IR has managed to record steady growths in freight loadings, during the last 3 months over the corresponding months of the last fiscal.

The magazine congratulates WR for having bagged the 13<sup>th</sup> D.L.Shah Quality Award for the “Push-pull Operation” project and its PR team for having won the prestigious “Champion of Champions” trophy in the field of Business Communication at the 59<sup>th</sup> ABCI Annual Awards Function.

We are constantly trying to bring improvement in the quality of the magazine. Our esteemed readers can now send their valuable feedback/suggestions at [feedbackindianrailways@gmail.com](mailto:feedbackindianrailways@gmail.com).

Once again, a very very happy new year to you all ! ■





## Haldibari – Chilahati Rail Link Jointly Inaugurated by the Prime Ministers of India and Bangladesh during India-Bangladesh Virtual Bilateral Summit



In an event which will go down the history of both India and Bangladesh as a major step towards boosting people to people contact; Hon'ble Prime Minister of India, Shri Narendra Modi and Hon'ble Prime Minister of Bangladesh, Ms. Sheikh Hasina on 17 December, 2020 jointly inaugurated a railway link between Haldibari in India and Chilahati in Bangladesh during the PM level virtual bilateral summit. Later on the day, a goods train was flagged off by the Railway Minister of Bangladesh Md. Nurul Islam Sujan from Chilahati station which entered India passing through the international border thus heralding a new era for the people living in both the countries.

The railway network of India and Bangladesh are mostly inherited from British Era Indian Railways. After partition in 1947, 7 rail links were operational between India and the then East Pakistan (up to 1965). Presently, there are 4 operational rail links between India and Bangladesh. They are, Petrapole (India) - Benapole (Bangladesh), Gede (India) - Darshana (Bangladesh), Singhabad (India)-Rohanpur (Bangladesh), Radhikapur (India)- Birol (Bangladesh). The Haldibari - Chilahati rail link being made functional from 17<sup>th</sup> December, 2020 is the 5<sup>th</sup> rail link between India and Bangladesh.

The Haldibari-Chilahati rail link was operational till 1965. This was part of the Broad Gauge main route from Kolkata to

Siliguri during partition. Trains traveling to Assam and North Bengal continued to travel through the then East Pakistan territory even after partition. For example, a train from Sealdah to Siliguri used to enter East Pakistan territory from Darshana and exit using the Haldibari - Chilahati link. However, the war of 1965 effectively cut off all the railway links between India and the then East Pakistan. So on the Eastern Sector of India partition of the railways thus happened in 1965. So the importance of the reopening of this rail link can be well imagined.

In pursuance of the joint declaration in the Inter-Governmental Railway Meeting (IGRM) held in Delhi in May, 2015; Railway Board sanction for construction of a new BG line from Haldibari





station to Bangladesh Border for connection with Chilahati (Bangladesh) [Length - 3.50 km] in 2016-17 in order to reopen this erstwhile rail link. Indian Railways has restored the tracks up to international border from Haldibari station at a cost of ₹82.72 crores. Bangladesh Railways has also accordingly undertaken up-gradation and laying of missing tracks on their side from Chilahati station to international border. On Bangladesh side Chilahati – Parbatipur – Santahar - Darshana existing line is already in broad gauge.

Haldibari-Chilahati route opened on 17<sup>th</sup> Dec., 2020 will be beneficial for transit into Bangladesh from Assam and West Bengal. This newly opened

rail link will enhance rail network accessibility to the main ports, dry ports, and land borders to support the growth in regional trade and to encourage economic and social development of the region. Common people and businessman of both the countries will be able to reap the benefit of both goods and passenger traffic, once passenger trains are planned in this route. With this new link coming into operation, tourist from Bangladesh will be able to visit places like Darjeeling, Sikkim, Dooars apart from countries like Nepal, Bhutan etc easily. Economic activities of these South Asian countries will also be benefitted from this new rail link. ■

## **Shri Vinay Kumar Tripathi Takes Over as New General Manager of North Eastern Railway**

Shri Vinay Kumar Tripathi has taken over the Charge of the post of General Manager, North



Eastern Railway on October 27, 2020. Earlier, he was posted as Additional Member/Traction in Railway Board, New Delhi.

Shri Tripathi has wide experience of railway management and administration. He is equally popular among railway officers and staff. ■

## **Shri Satish Kumar Kashyup Takes Over as New General Manager of Chittaranjan Locomotive Works**

Shri Satish Kumar Kashyup, an officer of Indian Railways Service of Electrical Engineer (IRSEE) of 1983 batch has taken over the charge



of CLW on 26<sup>th</sup> November, 2020 (AN). Prior to this, he was DG, India Railway Institute of Electrical Engineering (IRIEEN)/Nasik. Shri Kashyup comes with strong technical background and has expertise in various facets of Railway working. ■





## Shri Vinod Kumar Yadav, Chairman & CEO, Railway Board Flags Off 40<sup>th</sup> 6,000 HP Electric Loco from Banaras Loco Works (BLW), Varanasi

Banaras Locomotive Works, Varanasi, has surpassed its own record of manufacturing 31 electric locomotives in a month, achieved in July 2020 with the turnout of the 40<sup>th</sup> 6,000 HP electric locomotive for the month of November 2020. This event is a historic record, achieved on the auspicious day of Dev Deepawali. Shri Vinod Kumar Yadav, Chairman & CEO, Railway Board flagged off 40<sup>th</sup> 6,000 HP Electric Loco from Banaras Loco Works (BLW), Varanasi via video conferencing. The flag off was done through video link, in the gracious presence of Shri Rajesh Tiwari, Member (Traction and Rolling Stock), General Manager BLW and her team of officers and staff flagged off the locomotive named 'Deepshakti' from Locomotive Test Shop in BLW.

Speaking on this occasion, Shri Vinod Kumar Yadav appreciated the sincere efforts of staff of BLW in achieving this milestone despite COVID Challenges. The turnout of the 40<sup>th</sup> 6,000 HP electric locomotive for the month of November 2020, Banaras Locomotive Works, Varanasi, has surpassed its own record of manufacturing 31 electric locomotives in a month, (achieved in July 2020). This event is a historic record, achieved on the auspicious day of Dev Deepawali. This is a result of meticulous planning on shop floors for better space management and seamless material availability strengthened during the month of November 2020. Member (Traction and Rolling Stock) expressed pride in the achievements of this Production Unit in catching up on cumulative production achieved till November 2019. He



observed that BLW has manufactured 169 electric locomotives uptill November 20, against 168 to end November 2019. This is despite the COVID 19 lockdown in April 2020 and May 20, when production was nil in April and only 8 locomotives were turned out in May 2020. BLW is thus stepping up supply of electric locomotives, to keep pace with expansion in the electrification of Indian Railways' network. However, one should never get satisfied with its current quality level and keep on working to enhance it further. BLW should try to strive for 'Zero Defect' and become such a brand name in loco manufacturing that its locos never fail en-route and only come to shed for scheduled maintenance.

The capacity to perform in adverse situation is the hallmark of Railway employees. This is despite the COVID 19 lockdown in April and May 2020, when production was nil in April and only 8 locomotives were turned out in May 2020. BLW has matched the production of electric locomotives last year till November. It has manufactured 169 electric locomotives uptill November 20, against 168 to end November 2019. He further added that Indian Railways is undergoing transformation. General Manager, BLW has been instrumental in bringing the transformation. There has been improvement in technology in locos. We need to step ahead and aim for 9000 HP loco.

He congratulated officers and staff on this accomplishment. Shri Yadav announced cash award of ₹1.5 lakh for encouraging the staff of BLW on this record production. This boost in manufacturing is a big contribution to AtmaNirbhar Bharat.

Member (Traction and Rolling Stock), Shri Rajesh Tiwari mentioned about the excellent work

- ➔ Banaras Locomotive Works (BLW) has surpassed its own record of manufacturing 31 electric locomotives in July 2020
- ➔ In the month of Nov 2020, BLW has accomplished manufacturing of 40 locomotives setting an all time high record for manufacture of 6000 HP electric locomotives in a month
- ➔ This is BLW's new Atmanirbhar Bharat's achievement
- ➔ Shri Vinod Kumar Yadav announces ₹1.5 Lakh cash award for encouraging the staff on this record production



culture and harmonious nature of BLW family which he observed during his posting at BLW as PCEE. He congratulated team BLW for receiving many quality certifications like ISO:9001, ISO14001, OHSAS 18001 etc. in a short period of time by its efforts and also for achieving ISO:50001 which is for Energy Management.

Despite COVID challenges, BLW has completely realigned its infrastructure to switchover from making diesel locomotives to electric locomotives. The staff and officers have risen to the challenge of re-skilling and reorganizing the shop floors, machines, jigs and fixtures and planning process for transition to electric locos.

The shift of the production line from Diesel to Electric Locomotives, at BLW, is in line with Ministry of Railways' multi-pronged strategy of lowering the fuel bill, reducing carbon footprint, reducing dependence on import of fuel and enhancing average speed and hauling capacity of trains.

Electric locomotive production is sourced from 98% indigenous components – substantial share is procured from Medium, Small and Micro Enterprises (MSMEs).

These electric locomotives have been provided with spacious driver cabins and cab air-conditioning units for better crew comfort. 100% passenger locomotives from BLW have hotel load converter, whereby need for power cars is eliminated. This releases space in the train consist, increasing revenue earning capacity of the train. All electric locomotives have regenerative braking capability, producing electrical energy while braking. Graphical man-machine interface for drivers is

provided for ease of monitoring the locomotive health parameters and enabling faster troubleshooting.

#### More about BLW

BLW is also working on a prestigious export order of 3000 HP cape gauge diesel locomotives to Mozambique. This has been put on a fast track. Under this order, for the first time 12 Cylinder Crankcase is being manufactured in BLW.

BLW has a state-of-the-art Welding Research Institute, capable of certifying welders. BLW will engage with vendors of large fabricated items, to have welders trained to ISO-9606 standard. This will help in skill building and improve competitiveness of the private sector. BLW is also working on skill upgradation modules for e-learning. Technical Training Center has been developed as 'Centre of Excellence for Skill Development'. Under 'Kaushal Vikas' programme 'Skill Development initiatives' envisioned by our Hon'ble PM, a total of 521 local youths have been trained free of cost in various trades and certificates have been awarded. ■







## INDIAN RAILWAYS ISSUES DRAFT NATIONAL RAIL PLAN



In an endeavour to address the inadequacies of capacity constraints and improve its modal share in total freight eco system of the country, Indian Railways has come up with Draft National Rail Plan.

A long term strategic plan called the National Rail Plan has been developed to plan infrastructural capacity enhancement along with strategies to increase modal share of the Railways. The National Rail Plan will be a common platform for all future infrastructural, business and financial planning of the Railways. This plan is being circulated among various Ministries for their views now. Railways aim to finalise the Final plan by January 2021.

The objective of the Plan is:

- To create capacity ahead of demand by 2030, which in turn would cater to growth in demand right up to 2050 and also increase the modal share of Railways from 27% currently to 45% in freight by 2030 as part of a national commitment to reduce Carbon emission and to continue to sustain it. Net Zero Carbon emission by 2030.
- To assess the actual demand in freight and passenger sectors, a yearlong survey was conducted over hundred representative locations by survey teams spread all over the country.
- Forecast growth of traffic in both freight and passenger year on year up to 2030 and on a decadal basis up to 2050.
- Formulate strategies based on both operational capacities and commercial policy initiatives to

- ➔ National Rail Plan set to become the template of planning for future development
- ➔ National Rail Plan has been developed to plan infrastructural capacity enhancement along with strategies to increase modal share of the Railways & Business
- ➔ The objective of the Plan is to create capacity ahead of demand by 2030, which in turn would cater to growth in demand right up to 2050
- ➔ As part of the National Rail Plan, Vision 2024 has been launched for accelerated implementation of certain critical projects by 2024
- ➔ Future projects for implementation beyond 2024 in both track and signalling have been identified with clear cut timelines for implementation
- ➔ Three Dedicated Freight Corridors, namely East Coast, East-West & North-South identified along with timelines. PETS survey already underway
- ➔ Several new High Speed Rail Corridors have also been identified. Survey on Delhi-Varanasi High Speed Rail already under way

increase modal share of the Railways in freight to 45% by 2030.

- Reduce transit time of freight substantially by increasing average speed of freight trains from present 22Kmph to 50Kmph.
- Reduce overall cost of Rail transportation by nearly 30% and pass on the benefits to the customers.
- Map the growth in demand on the Indian Railway route map and simulate the capacity behaviour of the network in future.
- Based on above simulation identify infrastructural bottlenecks that would arise in future with growth in demand.
- Select projects along with appropriate technology in both track work, signalling and rolling stock to mitigate these bottlenecks well in advance.

As part of the National Rail Plan, Vision 2024 has been launched for accelerated implementation of certain critical projects by 2024 such as 100% electrification, multitracking of congested routes, upgradation of speed to 160 kmph on Delhi-Howrah and Delhi-Mumbai routes, upgradation of speed to



130kmph on all other Golden Quadrilateral-Golden Diagonal (GQ/GD) routes and elimination of all Level Crossings on all GQ/GD route.

- Future projects for implementation beyond 2024 in both track and signalling have been identified with clear cut timelines for implementation.
- Three Dedicated Freight Corridors, namely East Coast, East-West & North-South identified along with timelines. PETS survey already underway.
- Several new High Speed Rail Corridors have also been identified. Survey on Delhi-Varanasi High Speed Rail already under way.
- Assess rolling stock requirement for passenger traffic as well as wagon requirement for freight.
- Assess Locomotive requirement to meet twin objectives of 100% electrification (Green Energy) by December 2023 and also the increasing traffic right up to 2030 and beyond up to 2050.
- Assess the total investment in capital that would be required along with a periodical break up.
- Identify new streams of finance and models for financing including those based on PPP.
- For successful implementation of the National Rail Plan, the Railways will be looking to engage with Private Sector, PSUs, State Governments and Original Equipment Manufacturers(OEM)/ Industries.

- Sustained involvement of the Private Sector in areas like operations and ownership of rolling stock, development of freight and passenger terminals, development/operations of track infrastructure etc.

In effect the National Rail Plan envisages an initial surge in capital investment right up to 2030 to create capacity ahead of demand and increase the modal share of the Railways in freight by 45%.

Post 2030, the revenue surplus generated would be adequate to finance future capital investment and also take the burden of debt service ratio of the capital already invested. Exchequer funding of Rail projects would not be required. ■

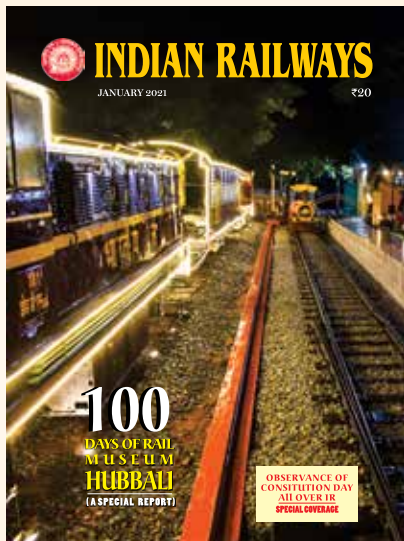
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## Railway Freight Records Highest Loading in 2020 and Marks 9% Increase in November Compared to Same Period Last Year

Freight figures continue to maintain the high momentum in terms of earnings and loading in the month of November 2020 for Indian Railways.

On a mission mode, Indian Railways' Freight loading for the month of November 2020 crossed last year's loading and earnings for the same period.

In the month of November 2020, Indian Railways loading was 109.68 million tonnes which is 9% higher compare to last year's loading for the same period (100.96 million tonnes). In this period Indian Railways earned ₹10657.66 Crores from freight loading which is also ₹449.79 Cr.(4%) higher compared to last year's earnings for the same period (₹10207.87 crores),

In the month of November 2020, Indian Railways loading was 109.68 million tonnes which includes 48.48 million tonnes of coal, 13.77 million tonnes of iron ore, 5.1 million tonnes of foodgrains, 5.41 million tonnes of fertilizers and 6.62 million tonnes of cement (excluding clinker).

During this period, average wagon loading per day in November 2020 is 58,726 which is 4.6% higher than October, 2020 (56,128 wagons).

Despite festival holidays and Cyclone Nivar affecting freight loading, Indian Railways continue to register impressive figures in freight loading in last three months suggesting steady economic

- ➔ Freight figures continue to maintain the high momentum in terms of earnings and loading in the month of November 2020 for Indian Railways
- ➔ In the month of November 2020, Indian Railways loading was 109.68 million tonnes which is 9% higher compare to last year's loading (100.96 million tonnes) for the same period
- ➔ Despite festival holidays and Cyclone Nivar affecting freight loading, Indian Railways continue to register impressive figures in freight loading in last three months (in October 15%, in September 15%) suggesting steady economic recovery

recovery. It is worth mentioning that a number of concessions/ discounts are also being given in Indian Railways to make Railways Freight movement very attractive.

Improvements in freight movements will be institutionalized and incorporated in the upcoming zero based time table.

COVID 19 has been used by Indian Railways as an opportunity to improve all round efficiencies and performances. ■





## Preparation in Full Swing for Railway Recruitment Exams

Indian Railways through its 21 Railway Recruitment Boards (RRBs) is organizing mega recruitment drive in three phases. It has started from 15<sup>th</sup> December, 2020 for filling up about 1.4 lakh vacancies in which more than 2.44 Crore candidates appearing in different cities across the country. First phase of the Exam has commenced from 15<sup>th</sup> till 18<sup>th</sup> December, 2020 followed by second phase from 28<sup>th</sup> December, 2020 to tentatively till March, 2021 and the third recruitment from tentatively April 2021 onwards till June end, 2021.




Candidates are informed individually through email and SMS about their city of exam, date and shift of exam through a link provided on RRBs official websites. Link for downloading of e-call letters will be made live 4 days prior to exam date on official websites of all RRBs. Communication regarding next phases of recruitment will be released in due course.


RRBs have made extensive preparations for conducting examinations of this large scale in Covid-19 pandemic times following SOPs as laid down by Government ensuring social distancing, compulsory use of masks, sanitizers and curtailing shifts for conducting Exams to only two shifts per day. In order to safeguard health of the candidates

- ➔ First phase of Computer Based Test (CBT) for Isolated and Ministerial categories (CEN 03/ 2019) to be held from 15<sup>th</sup> till 18<sup>th</sup> Dec. 2020
- ➔ Second phase of CBT for Non Technical Popular Categories (NTPC - CEN 01/2019) to be held from 28<sup>th</sup> Dec, 2020 till March, 2021
- ➔ Third phase of CBT for Level-1 Posts (CEN RRC 01/2019) will be held from tentatively April 2020 onwards till June end, 2021
- ➔ Candidates are advised to follow the instructions as provided to them by RRBs especially regarding COVID protocol

and other Personnel involved in the conduct of CBT during Covid 19 scenario, all relevant protocols / guidelines will be strictly complied with and followed. Efforts are being made by RRBs to ensure that as far as possible the candidates are accommodated in their own State so that they can reach their Exam centres by undertaking overnight journey. Female and PWD candidates are accommodated within their home states. However, considering skewed distribution of candidates area wise, there will be unavoidable inter state movements. Railways will be running special exam trains to cater to travel requirements of the candidates wherever required and feasible. Chief Secretaries of concerned State Governments have also been requested to extend support of local administration to RRBs for conducting CBTs in secure and safe manner ensuring social distancing. ■

**BE CAREFUL !!!**  
**Trains are running on track**



**Walking on or crossing railway track is dangerous and illegal**

Indian Railway launched trial project of Hospital Management Information System (HMIS) . HMIS is implemented as a pilot project at Central Hospital, Lallaguda, South Central Railway

**#IndiaFightsCorona**

**How to reduce stigma related to COVID19?**

- Share positive stories of those recovered
- Celebrate recovered persons as **WINNERS**
- Support and cooperate with the family of affected person
- Don't spread name, identity and locality of persons affected

**Be Kind. Spread Positivity.**

@COVIDNewsByMIS

**Let us reduce Stigma related to COVID 19 by sharing positive stories of those recovered, by celebrating recovered persons as Winners, supporting and cooperating with the family of affected person**



# PICTURE GALLERY

Observance of Mahaparinirvan Day of Baba Saheb Ambedkar at Rail Bhawan



Shri Piyush Goyal, Minister of Railways reviewed the progress of Gandhinagar Station Development and Kevadia Rail Link projects on 22<sup>nd</sup> November, 2020 and discussed ways to expedite them. Completing the projects in a time-bound manner is a priority of Indian Railways.



Minister of Railways, Shri Piyush Goyal held a meeting on 11<sup>th</sup> December, 2020 to review the progress of the DFC. IR is committed to ensuring quick completion of DFC. Once operational, it will improve freight transportation & provide additional capacity for more passenger trains.



Shri Vinod Kumar Yadav, Chairman & CEO, Railway Board has launched on 26<sup>th</sup> November, 2020 three new modules of HRMS namely Employee Self Service, Provident Fund Advance, Settlement & User Depot Module. These modules will improve productivity & employee satisfaction.



Taking all Covid-19 related precautions, Banaras Locomotive Works manufactured 150 Electric locomotives in 159 days using ₹1300 crore worth of indigenous equipments.



## PICTURE GALLERY

Central Railway felicitated retired train guard, Sh. Keshav Narhar Bapat who celebrated his 101<sup>st</sup> Birthday on 21<sup>st</sup> November, 2020. His pension will be doubled as a goodwill gesture. He joined Railways in 1951 & retired in 1978.



Indian Railways is committed to provide better facilities to its passengers. In this series, an escalator has been installed at Tinsukia Railway station to facilitate the movement of elderly & Divyang passengers.



Connecting Farmers with New Markets: Railways loaded 21 wagons of wheat from Mathura in Uttar Pradesh to Nergundi in Odisha.



Another milestone towards transformation to Green Railways: Bhopal Division of Indian Railways has completed 100% electrification with the completion of Shivpuri-Gwalior (in MP) single line electrification. Indian Railways is striding towards 'Green Railways, Clean Railways'.



The talent pool of Indian Railways is extensive and diverse! Mr. Vijayendra Rao Chauthai, Station Master of Mallasandra (SWR) has unleashed his creative streak through a fascinating pencil sketch of Vintage Steam Loco - Take a look!



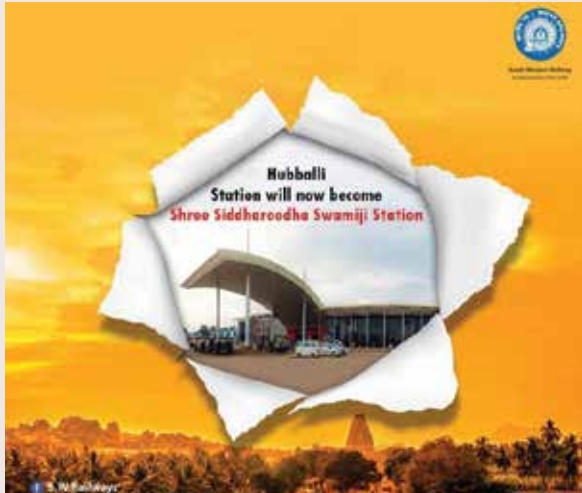
Indian Railways Caring for Environment: Jaipur station is awarded consent to operate by State Pollution Control Board for meeting standards of air & water quality. Jaipur station is the first station on North Western Railway & first few of Indian Railways to accomplish this.







Hubballi Station will now be known as Shree Siddharoodha Swamiji Railway Station.



NHSRCL adopts aerial LiDAR Survey technique to conduct the ground survey for Delhi-Varanasi High Speed Rail Corridor.



Breathtakingly beautiful views of Western Ghats and a train winding its way across the historic 13-arch bridge in Sengottai - Kollam section of Kerala (SR).



Krishnarajapuram Loco shed (KJM) in Bengaluru, hitherto maintaining Diesel engines, rolled out the first overhauled WAP7 (Electric) locomotive. In house maintenance and testing facilities have been developed for this purpose in this shed.



Train journey through Punalur & Sengottai rail route is always a pleasure as one comes across spellbinding views. Memories With Railways



DFCCIL has successfully launched composite steel girder consisting of 5 girders for construction Rail Over Bridge (ROB) between Palghar-Boisar on Western DFC in Maharashtra.



Every endeavor is made to retain the beauty of architectural wonders of Metre Gauge era! The legendary 13-arch Bridge and Tunnel at Kazhuthurutty in Sengottai - Punalur section (SR) during MG days and after Gauge conversion.



## PICTURE GALLERY

Rail Wheel Factory has created history of casting four different types of wheels i.e. Mozambique coaching, EMU, BMRCL prototype and BG coaching on one single day. RWF, achieved did this unique task on 21/11/2020.



### BMRCL MACHINED



BGC - ICF



Effective utilisation of resources! Released PSC sleepers were used to build an approach road provided at Bannihatti station in SWR covering a total length of 350m and 5.5m wide.



**Expanding Freight Basket:** For the first time, Maize loading has commenced from Jaggayyapet Station in Andhra Pradesh to Vizag Port. Previously, this traffic used to be moved by road transport.



First rake of China Clay being loaded at Khajwana station of Jodhpur division. Its loading completed at 12/10 on 5/12/20.

Indent for first rake of 42 BCN of China clay (TL Class 120) ex-Khajwana (KJW) to Samalkot (SLO), SC Rly, (Andhra Pradesh), Lead 2153 km has been registered. Stacking permission has been given to the party for 5 days. Loading will contribute freight earnings by ₹ 70 lakhs per rake.

This is new stream of traffic captured by BDU team of JU Jodhpur division.







THE MAGAZINE WISHES ITS READERS



A VERY

H A P P Y

NEW

Y E A R

## Central Railway : Loco Workshop, Parel Develops Improved Design Prototype Automobile Carrier with High-Speed Potential



Central Railway Parel Workshop has developed a prototype coach for carrying automobiles in a short span of 45 days. It developed the New Modified Goods coach (NMGH) with improved fall plate for easier loading of automobiles, lashing channels for proper securing of vehicles, fully welded chequered plate floor, louvers for ventilation and natural pipe light illumination. It will increase the speed potential of NMGH coach from 75 to 110 kmph. RDSO will now conduct oscillation trials of this coach.

Railways have become the safe and affordable transport for sending automobiles to various parts of the country and Bangladesh also. In order to improve the standards, an

interaction took place between the Railways and Manufacturers of automobiles recently. The suggestions put forth by manufacturers for improvements in end opening, door design, fall plate and coach floor design & guidance for loading and unloading was referred by Central Railway to RDSO to improve the New Modified Goods (NMG) coach which is used for transporting automobiles. Automobile manufacturers also inspected the coach and expressed satisfaction over the improved design.

Shri Sanjeev Mittal, General Manager, Central Railway appreciated the Team Parel Workshop for modifying the NMG coach in a record time. Shri D.K. Singh, Principal Chief Operations Manager, Central Railway said that the speed potential of the NMGH automobile carrier will be a game changer in quick and safer transportation of the automobiles.

Under the guidance of Shri A.K. Gupta, Principal Chief Mechanical Engineer, Central Railway, the dedicated workforce of Parel workshop led by Shri Vivek Acharya, Chief Workshop Manager, took the challenge and developed the coach with proper entry slope, markers on floor for guidance, retro-refractive marking on floor, pillar and carline for guidance, unrestricted full height end opening, etc. ■





## Central Railway Launches 'Smart Sahelee' for Women Commuters Safety on Suburban System

Shri Sanjeev Mittal, General Manager Central Railway launched on 22 December, 2020 online 'Smart Sahelee' programme of Railway Protection Force.

The main aim of launching this programme is to provide a holistic security net to build confidence among women commuters, covering all 1774 suburban services on Mumbai Division of Central Railway and to attain the target of zero crime against women. This programme also aims to have a robust and faster redressal mechanism to the complaints / grievances of women commuters. It also establishes two-way communication with women commuters and develops confidence among them with respect to their safety and security.

### How It Works

Service Sahelee – 4 regular women commuters from each local service register as volunteers, to form Service Sahelee.

Sector Sahelee Group – There will be 59 Sector Sahelee Groups to cover all 1774 local services. Each Sector Sahelee group is to be formed comprising 31 Service Sahelee, One lady SIPP / ASIIPF /



HC as Force Mentor, One lady constable as Assistant Force Mentor and One Passenger Mentor (preferably a representative from NGO/ Railway Users committee). Total members of the will be 127.

**Station Sahelee Group** – 21 major stations identified on the Suburban section. These stations are taken care of round the clock. Each station will have a Station Sahelee group of 15 regular women commuters of that station and 2 RPF station staff.

**Train Sahelee Group** – Train Sahelee groups to be formed on all ladies special local trains. At present 4 such Train Sahelee groups are formed. Each group comprises 25 regular commuters on these ladies special local trains and 3 RPF staff. All these trains to be escorted by 3 RPF Lady staff.

**Response and Monitoring Team at Divisional Level** – This team consists of all force mentors, Passenger Mentors, Station Sahelee in-charge, Service Sahelee in-charge, RPF inspectors of the division. They shall form a WhatsApp group called Smart-Sahelee-R&M Team.

All these groups regularly interact with lady passengers and Service Sahelees. Keep observing activities / matters affecting women security, suggest ways and means to improve security, propagate the facility of 182 RPF helpline amongst the commuters. The R&M team will ensure timely and prompt response to the complaints / grievances of women passengers. ■



## East Coast Railway : Monumental National Flag at Cuttack and RUB at Radhakishorepur Inaugurated

As a part of provision of passenger Amenities, a newly constructed Road Under Bridge has been inaugurated at Radhakishorepur Railway Station, today by Shri Ranendra Pratap Swain, Minister of Food Supplies and Consumer Welfare and Co-operation, Govt. of Odisha and Shri Bhartruhari Mahtab, Member of Parliament of Cuttack and Shri Kalyan Patnaik, Addl. Divisional Railway Manager, East Coast Railway, Khurda Road. Provision of the RUB at Radhakishorepur Station would help passengers and nearby villagers to access both the sides of the train line in view of safety of both rail and road users. This will also help the Divyangjans a great deal from convenience point of view. The RUB is 4 metre wide and 2.75 metre height having the barrel length of 68 metre, crossing route No. 1 to 4 & Platform no. 1 & 2 of Radhakishorepur yard. This project is a part of



doubling work of Barang- Rajathagarh Rail line constructed by RVNL. To avoid the Level Crossing Gate No. JB-2 in Radhakishorepur yard and in view of Safety of both Rail & Road Users, RUB has been constructed replacing Level Crossing. This will provide benefit to the people of nearby villages. Rupees 3.75 Crores have been spent for construction of this Road Under Bridge. Earlier, MP Shri Bhartruhari Mahtab inaugurated the Monumental National Flag at Cuttack Railway Station in presence of Shri Souvic Biswal, MLA, Chaudwar-Cuttack. To improve the aesthetics of Cuttack Railway Station, this Monumental National Flag has been installed in the Historical Town and District Headquarters. The flag mast is of 100 feet height (30.5 metre) and the dimension of flag is 30 feet length and 20 feet breadth. Total expenditure incurred for execution of this work was 8.27 lakhs. ■



## North Eastern Railway : General Manager Inaugurates Video Surveillance System

Shri Vinay Kumar Tripathi, General Manager, North Eastern Railway inaugurated newly set-up control room of Video Surveillance System (VSS) on November 12, 2020 in Gorakhpur. Prominent amongst those present on the occasion included Additional General Manager Shri Amit Kumar Agrawal, Principal Chief Engineer Shri S.K.Pandey, Senior Deputy General Manager Shri Amitabh Ojha, Principal Chief Operations Manager Shri Anil Kumar Singh, Principal Chief Security Commissioner/R.P.F. Shri Atul Kumar Srivastava, Principal Chief Commercial Manager Shri S.C.Prasad, Principal Chief Mechanical Engineer Shri A.K. Pandey, Chief Security Commissioner/R.P.F. Dr. S.K.Saini, Chief Safety Officer Shri S.N.Shah, Chief Communication Engineer Shri P.K.Rai, Chief Personnel Officer/Administration Shri Nurrudin, Secretary to G.M. Shri D.K.Khare,



Chief Public Relations Officer Shri Pankaj Kumar Singh, General Manager Rail Tel Shri Deepu Shayam alongwith senior officers of railway and Rail Tel. Shri Vinay Kumar Tripathi, after understanding the functioning of VSS, gave valuable and practical suggestions for system improvement. He asked the officers concerned that





in order to make this system more effective, facility of face recognition as well as provision of alarm/alert system in defective cameras should be incorporated. The General Manager said the VSS would go a longway in controlling incidences of crime and drugging. Officers of RailTel, while terming the suggestions as very instrumental, assured to do the needful.

It is noteworthy to mention that to ensure safety of rail passengers & property and keep a watch on untowards incidences, Rail Tel Corporation of India Ltd. is setting up VSS at 6124 railway stations on pan India basis. In the first phase more than 300 stations of Indian Railways have been equipped with this system. On North Eastern Railway 12 stations Basti, Gonda and Khalilabad of Lucknow division, Kathgodam and Rudrapur

City of Izzatnagar division and Ballia, Mau, Belthara Road, Azamgarh, Deoria Sadar, Chhapra and Siwan station of Varanasi division have been covered under VSS. This facility is planned to be extended to other stations also in a phased manner. Important stations of North Eastern Railway such as Gorakhpur and Lucknow jn. have already been equipped with CCTV cameras. VSS has I.P. based cameras and have the simultaneous facility of monitoring at three levels i.e. headquarter, division and stations. Having high recording capacity these cameras are being installed at entry and exit as well as places earmarked after joint inspection of R.P.F., Telecom and Rail Tel officers. This system has powerful UPS of 10 K.V. with back up of more than 2 hours. VSS has lay-out facility enabling monitoring of various places at a time. ■

## SCR Held Webinar as a Part of Energy Conservation Week - 14<sup>th</sup> to 21<sup>st</sup> December, 2020



Nature provides enough to satisfy everyman's needs but not everyman's greed, there is no energy crisis, the crisis is due to ignorance, we have to leave something for our next generation said Shri Gajanan Mallya, General Manager, South Central Railway during the webinar on National Energy Conservation held at Rail Nilayam, Secunderabad on 16<sup>th</sup> December, 2020 as a part of the Energy Conservation Week being celebrated on SCR. Shri Gajanan Mallya was the Chief Guest for the webinar and Shri Arun Kumar Jain, Additional General Manager, SCR presided over the function.



All the Principal Heads of the Departments including Shri Somesh Kumar, Principal Chief Electrical Engineer, SCR also participated in the webinar.

National Energy Conservation Week is celebrated every year from 14<sup>th</sup> to 21<sup>st</sup> December as per the guidelines of Bureau of Energy Efficiency (BEE) and Ministry of Power, Government of India to create awareness and promote Energy conservation at all work places and establishments. This year a webinar was conducted to commemorate National Energy Conservation Week, due to pandemic situation caused by Covid-19 across the country.

Speaking on the occasion, the General Manager stated that the Zone is recipient of 6 awards from CII in 21<sup>st</sup> National Energy awards for excellence in energy management 2020. He was also happy to note that SCR is the first zone across the Indian railways in introduction of Energy Neutral Stations by adopting energy conservation measures. SCR is always ahead in implementation of energy conservation measures in both traction and non-traction wings and the zone is in the forefront in bringing the innovative concepts to make use of the renewable energy by installing solar roof, solar cover over platform and day light pipes, General

Manager said. SCR is also ahead in installation of energy efficient gadgets, LED lighting, Brushless DC electric motor energy saving fans and inverter type AC's etc. he added. Shri Arun Kumar Jain while addressing the webinar stated that, SCR is pioneer in introduction of energy conservation initiatives such as implementation of 100% LED lighting at all the Railway Stations, Establishments and Colonies, usage of BLDC fans, inverter type ACs, timers for street lights & pumps and sensors in the offices etc. He also stated that 5 buildings (viz.,

DRM office at Vijayawada, Secunderabad and Hyderabad, ETTC, Vijayawada and Lekha Bhavan, Secunderabad) across the zone obtained star rating by BEE. Shri Somesh Kumar in his address stated that, presently SCR is generating around 7.2 MWp solar power. Further, there are plans to set up land based solar plants in the vacant land and also along the track under PPP mode. This will help in generation of power of about 9.1 M Units per annum, resulting in saving of about ₹ 4.86 crore per annum. ■

## Two Railway Protection Force Personnel Receive Railway Minister's Medal for Bravery - 2019



commuters in MMTS trains. He has handled difficult situations with remarkable patience and admirable tact.

**Shri Vikul Kumar**  
Constable, RPF

Sri Vikul Kumar, Constable, RPF, on 29<sup>th</sup> August, 2019 while performing his duty at

Two Railway Protection Force (RPF) Personnel of the Zone have been awarded Railway Minister's Medal for Bravery – 2019. Shri N. Guru Prasad, Asst. Sub Inspector, RPF, Lingampalli Outpost has been awarded Rs. 1,00,000 towards Railway Minister's Mahila Ewan Bal Suraksha Padak. Shri Vikul Kumar, Constable, Hyderabad has been awarded Rs.1,00,000 towards Railway Minister's Jeevan Raksha Padak.

Expressing his happiness at the recognition received by the two RPF personnel of the Zone, Shri Gajanan Mallya, General Manager, SCR commended their performance and exuded confidence that the RPF will continue to excel in its primary duty of providing security to rail users and property.

**Shri N. Guru Prasad**  
Asst. Sub Inspector, RPF

Shri N. Guru Prasad, Asst. Sub Inspector, RPF, is active in rescuing/rehabilitating missing children over Bharat Nagar post jurisdiction of Secunderabad Division of the zone. His proactive role has resulted in rescue of 21 runaway children from home in the year 2018 and 12 children in the year 2019. He has conducted numerous awareness campaigns against child trafficking and ensured the safety of women

Hyderabad Railway station on Platform No.5, noticed one passenger while trying to get down from the moving train slipped and found hanging between platform and train. On seeing this, he impulsively acted and rescued the person running along with the train risking his own life. The swift and brave act of the RPF personnel has saved the passenger's life and the passenger was rescued without sustaining any major injuries.

Railway tracks are meant for Railway operations. Walking or crossing railway track is dangerous and illegal. Stay protected, observe safety





## South Western Railway : Staff Felicitated for Alertness and Extraordinary Work



Shri Ashok Kumar Verma, Divisional Railway Manager, Bengaluru Division, felicitated Shri Chandramohan Nayaka, Pointsman, Shri S M Jaliha, Head Constable, RPF (Railway Protection Force), Yesvantpur, B. Chandrashekara, Assistant Subinspector, RPF, Bengaluru Cantonment and Sri K.N. Nazeer, Head Constable, Bengaluru Cantonment, for their timely action and extraordinary alertness.

**Shri Chandramohan, Pointsman**, while working near Yesvantpur Bypass, noticed heavy smoke in one of the wagons of the goods train that was passing. He immediately informed the Station Master who alerted the Goods Driver to stop the train. Hot Axle was noticed in one of the wagons when the formation of train was checked. The alertness of Shri Chandramohan averted an accident.

On 12 December, 2020 at about 18.10 hrs **Shri B. Chandrashekara**, Asst. Sub-Inspector RPF (Railway Protection Force) while on rounds along with on-duty staff Sri K. N. Nazeer, Head Constable at Bengaluru Cantonment Railway Station, noticed a lady on track between Platform 1 and 2 and saw a train approaching on Platform 1. She was called by passengers but she refused to move. Sensing the crucial situation. Shri Chandrashekhar ran towards her and got down on tracks to pull her out and

saved her life. On enquiry she revealed that she was 26 yrs of age working as lecturer in a college in Bangalore, and due to some personal issues had become depressed and wanted to end her life. The Asst. Sub-inspector counseled her and contacted her father who came to RPF office, Bengaluru Cantonment and identified his daughter. The RPF handed over the lady to her father duly obtaining acknowledgement, and he appreciated the life saving act by RPF staff in saving his daughter's life.

In another incident, on 12 December, 2020, at about 14.30 hours, while attending train No. 07339 Yesvantpur-Vasco-da-Gama Covid-19 Special Train, **Shri S M Jaliha, Head Constable** and 'My Saheli' Team noticed that the train started moving and a boy who was trying to board the running train in sleeper coach S4, lost his balance and slipped off and fell down in the gap of platform and train.

Immediately alert RPF staff Shri S M Jaliha, risking his life and showing indomitable courage, saved the passenger. The said passenger was pulled back from the gap safely and saved his life.

The saved passenger and other passengers on the platform who witnessed the incident expressed gratitude towards the great work by Sri S M Jaliha in saving the life. ■





### Western Railway's Electric Loco Shed, Vadodara Secures Award for the Innovative 'Push Pull Operation' Project

Western Railway's Electric Loco Shed at Vadodara has added a feather to its cap by securing the Silver Award in Quality Council of India's - 13<sup>th</sup> D.L Shah Quality Award for the project of 'Push-Pull Operation'. This feat has been made possible due to sustained efforts, as well as the dynamic leadership & guidance of Shri Alok Kansal, General Manager of Western Railway. The award was given during the inaugural session of Quality Conclave on 17<sup>th</sup> December, 2020.

The Push-Pull operation of locomotive is a configuration for locomotive-hauled trains, allowing them to be driven from either end. In this mode, one locomotive each is attached to the train at both ends. The train is then pulled and pushed by the locomotives simultaneously. The key benefits



*A view of locomotives with Push – Pull mode of operation over WR.*

of push pull operation are reduction in train journey time due to improved acceleration. Also, the process of shunting the loco around to the other end for the return journey is no longer necessary. This results in reduced platform occupancy duration which in turn also improves utilization of existing station capacity and due to equal distribution of draft/ buff forces from both the ends, it increases the riding comfort. The Electric Loco Shed, Vadodara was the first shed to modify three phase locomotives to be used in push pull operation as per Railway Board guidelines and successfully conducted Confirmatory Oscillation Car Run (COCR) test with RDSO. Later on, various trial runs of Mumbai-Delhi Rajdhani trains with this Push Pull scheme was done, which were successfully conducted. The D.L. Shah Quality awards were launched in 2007. The Award recognizes successful projects of an organization that have resulted in continuous improvement of products and / or services, better and effective operations as well as increased customers/ stakeholders satisfaction. ■



*Rajdhani Express running in Push-Pull mode on CSMT-New Delhi route*

### Corona Warriors : 'Tejaswini' – an Exclusively Ladies Ticket Checking Squads of Mumbai Division

Mumbai Division of Central Railway formed an all Ladies ticket checking squad 'Tejaswini' on 17<sup>th</sup> August, 2001 to detect ticketless travellers and other irregular travel in Suburban Section especially in ladies' compartments. Ladies TC staff from various stations were enlisted and deployed in this exclusive Ladies squad.

The formation of 'Tejaswini' batches boosted all Lady TTEs with an extra enthusiasm. The initiative & keenness in the work, led to steep growth in the excess fare earnings over the years and during the financial year 2019-20, the performance of

Tejaswini squads show improvement of 24.69% in respect of fines (₹ 3.43 cr as against 2.75 cr in last financial year) realised and 5.97% in respect of detected cases (1.24 lakh as against 1.17 lakh in last financial year), as compared to last year. During September to November 2020, Tejaswini squads detected 5,119 cases and recovered an amount of ₹ 13,18,991 as fine. In the late nineties, it was a very rare sight to see ladies staff performing duty in the field of ticket checking. After taking steps towards women empowerment by the Indian Railways, this scenario has changed and woman





checkers but this move of Administration led to impressive results as the Tejaswini Squads showed an excellent performance in detection of ticketless travellers by realizing fine/penalty from them. Further, the menace of Hawkers/Beggars, Eunuchs, etc. was also curtailed to a great extent in Ladies compartments of suburban trains. Many women Ticket checking staff with a sports background are part of Tejaswini Special Squads and exhibiting excellence in discharge of both professional

TCs were recruited in the ticket checking category and they were deployed at different stations of Mumbai division.

Performing ticket checking duties, in suburban trains is a challenging job even for male ticket

duties as well as in sports. The work of Tejaswini Squads was recognized on various occasions. During the current pandemic, Lady TCs also came forward and became a part of the collective fight against novel coronavirus (Covid-19). ■

## Western Railway Women's Welfare Organisation Continues to Pursue with Multifarious Welfare Activities



continuation of such exemplary precedence, another set of milestones have been accomplished during the recent visits of Mrs. Kansal to Ratlam & Vadodara Divisions of WR, WRWWO donated several useful items for the benefit of railway employees, who have worked tirelessly during the deadly Coronavirus Pandemic.

WRWWO - Multifarious Activities

Western Railway Women's Welfare Organisation (WRWWO) has always come forward to provide help and care to railwaymen & their families. It has continued to work relentlessly and has dedicated itself towards multifarious welfare activities. This organization has always held aloft the banner of such benevolent gestures, with Mrs. Tanuja Kansal, President of WRWWO leading it from the forefront, wholeheartedly and with great devotion. In



In a recent visit to Vadodara Division, Mrs. Tanuja Kansal inaugurated RO Water Purifier for Integrated Crew Lobby at Vadodara station. Besides, as a token of appreciation for the valour and courage displayed by RPF jawans, WRWWO has also provided assistance of approx. ₹41,500 which was used for procurement of two Washing Machines for Ahmedabad and Rajkot RPF post and also three Hot Plates to Bhavnagar RPF post. Such donation was also given to the RPF of Mumbai Division for purchase of three Deep Freezers. WRWWO has been extremely generous while looking after the welfare of employees of Western Railway. During her visit to Ratlam Division, President Mrs. Tanuja Kansal awarded seven employees at Ujjain station for their exemplary work. They were awarded with cash prizes and certificates for their outstanding work. Mrs. Kansal also visited the Coaching Depot at Dr. Ambedkar Nagar and inaugurated the new RO Water Plant for the employees of the depot. Earlier, Mrs. Kansal had interacted virtually with sportswomen of Western Railway Sports Association (WRSA) and congratulated them for their many achievements, awards and medals. As a gesture of appreciation, an award of ₹25,000 was announced for purchase of locker sets for sportswomen at WR's Mahalaxmi Sports Ground. The locker sets are placed in the changing room at the pavilion at Mahalaxmi, which will benefit and prove to be of great help to the sportswomen.

It is worth mentioning that in the recent past, WRWWO has taken various initiatives to boost the morale and to encourage positivity in the lives of Western Railway employees & their families. Following the path set by Mahatma Gandhi, WRWWO has encouraged importance of clean & healthy environment during the Swachhta Pakhwada as well as supporting the 'Atmanirbhar Bharat' mission by donating sewing machines to skilled women by providing them with the right kind of support & equipment to help them hone their skills and provide for their families. ■

## General Manager Awarded 9 Employees for their Exemplary Work towards Safety during the Covid-19 Lockdown



*The General Manager of Western Railway presiding over the award ceremony to award employees for their exemplary work towards safety of train operations during the pandemic*

While the whole country had come to a halt, Indian Railways continued to serve the nation by transporting essential commodities. Western Railway employees have worked tirelessly during the COVID-19 Pandemic, while setting example of true workmanship. In order to appreciate the combined efforts of employees from various departments, Shri Alok Kansal, General Manager of Western Railway awarded 9 employees with medals for their exemplary work towards safety of train operations and help in avoiding train accidents. The employees were awarded for timely detection of cracks in wagon wheels, sinking of track, detection of crack in track, detection of hanging parts, etc. Shri Kansal personally awarded the 9 employees and also interacted with them to take ground report. The employees belong to Operating, Engineering and Mechanical departments of Western Railway and have played a crucial role in avoiding accidents which could have caused loss of life and property. ■

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## Western Railway Bhavnagar Terminus Gets A Face Lift



Western Railway's Bhavnagar Terminus has recently been given a facelift after the station had been taken up for redevelopment. With an aim to provide better passenger amenities, WR is constantly striving to do its best for its customers. Under the able guidance and directives of Shri Alok Kansal, General Manager of Western Railway, some of the stations of WR, have been taken up for soft upgradation to enhance passenger amenities. Some of the stations which have already been upgraded recently over WR, are Valsad, Vadodara, Rajkot & Ratlam and further in this series, now the most recent Bhavnagar Terminus has been added.

Bhavnagar Terminus station building has been redeveloped by giving it a contemporary look which

is a pleasing sight, for not just the passengers using the terminus, but also for the surrounding areas. Bhavnagar Terminus has been revamped recently with a ground plus one structure and has been given a facelift with modern waiting rooms, better toilet facilities, proper parking areas, newly built ticket booking office, etc. along with green initiative of developing a beautiful vertical garden. The redevelopment of Bhavnagar station was done at a cost of ₹8.72 crore. An open waiting hall with vertical garden has been provided at the station. Outside the station building, a landscape has been made which is not only beautiful, but also advocates for green environment. For better passenger circulation, additional entry and exit gates have been provided. The parking area too has been extended. Parking space for Two wheelers has been increased by 40% and for four wheelers by 20%. Keeping the passengers comfort in mind, amenities like lift, airconditioned waiting hall, separate for ladies and gents, have been provided. The Passenger Reservation Centre too has been shifted for the benefit of passengers. For the safety of passengers, a luggage scanner has been installed at Bhavnagar Terminus. All provisions are being made available for a comfortable passenger experience. ISO certificate 14001:2015 for Environment Management System has also been awarded to Bhavnagar Terminus alongwith Veraval, Junagadh, Botad and Porbandar stations for cleanliness. ■



*A view of redeveloped Bhavnagar Terminus station of Western Railway*

## Western Railway Accomplishes a New Record by Winning 7 National Level Awards at the Prestigious ABCI Awards Event



*Shri Sumit Thakur, Chief Public Relations Officer of WR and Chief Editor of 'Rail Darpan' receiving the 'Champion of Champions' trophy at the 59<sup>th</sup> ABCI Annual Awards for creative excellence of the Public Relations Department of Western Railway*

Western Railway has once again won accolades for its creative excellence and set a record in itself by bagging 7 National Awards from Association of Business Communicators of India (ABCI) including the most coveted 'Champion of Champions' trophy. These awards are given every year by ABCI for creative excellence in the field of Business Communication. This year, Western Railway has bagged the awards in various categories for its popular in-house magazine 'Rail Darpan', Table Calendar, Exhibition Collateral as well as Corporate Film category. The 'Champion of Champions' trophy has been conferred on W. Rly. for the second consecutive year in a row. Over the years, Western Railway has consistently won many national and prestigious awards for its creative excellence at various levels, which has been widely appreciated.

The ABCI awards are presented every year for creative excellence in the

field of professional communication at pan India level. The list of awardees includes large corporate institutions such as Tata Motors, Tata Chemicals, Indian Oil, Reserve Bank of India, Bharat Petroleum Corporation Ltd., State Bank of India, Bank of Baroda, Union Bank of India, Life Insurance Corporation of India and Bank of India among others. Western Railway is the prime government organization which has set a record of achieving these

prestigious awards for the 18<sup>th</sup> consecutive year. The trophies were received by Shri Sumit Thakur, Chief Public Relations Officer and Chief Editor of 'Rail Darpan' along with main team of the Editorial Board comprising of Senior Public Relations Officers Shri Gajanan Mahtpurkar & Shri C. Nitin Kumar David and Public Relations Officer Shri Sunil Singh. ■



*Shri Sumit Thakur, and other members of the editorial team of 'Rail Darpan' magazine with 7 National Awards received by Western Railway*

## Leading Towards Development of Indigenous Technology with Joint Effort of RDSO and IITs

With enhanced focus on indigenous technology development and knowledge creation in the country, as envisioned in the 'Atmanirbhar Bharat' and 'Make in India' initiatives of Govt. of India, RDSO (Lucknow) has initiated a systematic dialogue with all the IITs. Objective of the exercise is to leverage the core competencies and technical knowledge available with these premier institutes for creating knowledge and developing indigenous state-of-the-art smart systems for Indian Railway applications. In this connection, RDSO held a series of online technical interactions between 27<sup>th</sup> Oct to

10<sup>th</sup> Nov 2020 with the faculty members and researchers of IIT/ Mumbai, Kharagpur, Kanpur, Chennai, Roorkee & Varanasi. More than twenty five railway research projects, having potential for improving energy efficiency, asset reliability, operational efficiency and passenger travel experience onboard, were discussed during these interactions. IIT faculty and researchers, in joint coordination with RDSO engineers, will now be developing the methodologies for initiating R&D in these identified projects. RDSO would be monitoring the progress on a regular basis with specific focus on timelines. ■



## CLW Produces 200<sup>th</sup> Electric Locomotive



**CLW** has once again achieved remarkable outturn by producing 200 locos in 159 working days, despite COVID-19 restrictions. A total 200 locos were produced till 23<sup>rd</sup> November, 2020 of FY 2020-21. First 150 locos were produced in 129 working days and the last 50 locos have been

produced in only 30 working days. The 200<sup>th</sup> loco (WAP-7, no:-30816) of FY 2020-21 was despatched on 23<sup>th</sup> November evening. Rising from COVID-19, CLW continues to elevate 'Make in India'. With focus on diligence & efficiency, CLW produced 200 locos for the current financial year in just 159 working days, as against 162 days taken last financial year 2019-20. It is expected that CLW will be able to create another milestone in the current financial year 2020-21 by surpassing the production target again. ■



## RCF, Kapurthala Enters into MoU with M/s. RITES on Capacity cum Capability Assessment of New Manufacturing Firms



As a step towards transparency and ease of Doing Business, RCF has outsourced the activity of Capacity cum Capability assessment of new manufacturing firms to specialized inspecting agency of Indian Railways, M/s RITES Ltd. During the COVID period restrictions and as a precautionary measure the physical capacity cum capability assessment of the new manufacturing firms was halted. So, considering it as opportunity RCF has entered into a MoU with M/s RITES for carrying out the capacity cum capability assessment.



M/s RITES is specialized agency under ministry of Railways and has pan India network of inspection Engineers. This step will bring more transparency and it will ease the physical inspection part of the activity. It will promote ease of doing business as the new firms shall get registration with RCF in much lesser time. This will also reduce the workload of RCF when the assessment will be undertaken by M/s RITES Ltd. RCF will however carry on Capacity cum Capability assessments in case of increase in such numbers. ■

## RCF Kapurthala Surpasses LHB Coach Production of 2019-20 in December 2020-21



Rail Coach Factory, Kapurthala is continuously resetting new records in the production of rail coaches.

RCF has so far produced (till 11 December, 2020) a record 932 LHB coaches in this financial year, while in the last financial year, RCF manufactured 928 LHB coaches in a total of 293 working days. This is a remarkable achievement as RCF has manufactured these 932 coaches in only 190 working days. Till December 11, last financial year, RCF had manufactured 926 coaches including 573 LHB coaches, while in the same corresponding period this year RCF has produced 359 more LHB coaches.

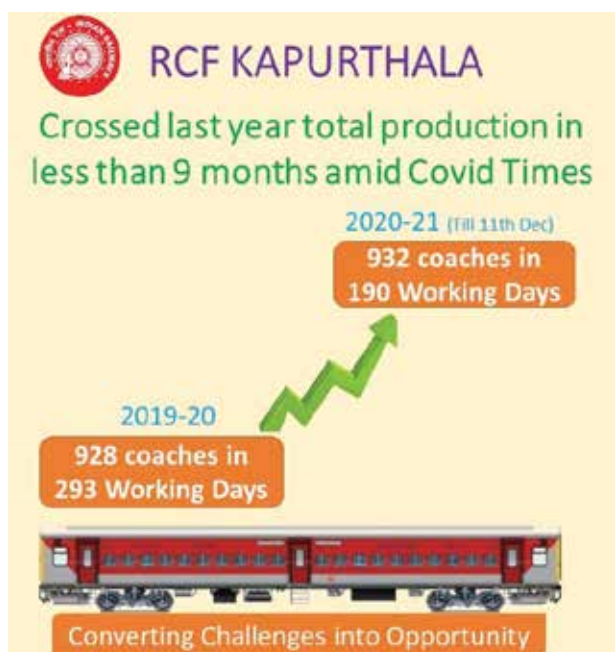
It is worth mentioning that RCF was closed due to lock-down on the first 22 days in this financial year and from 23 April, 2020, and the

production work resumed with only 50 percent workforce. More staff was called on 18 May, 2020, while on 3 June, 2020, the remaining employees joined their duties.

In this financial year so far, RCF has produced 263 high capacity parcel van coaches, 196 AC Two and Three Tier Sleeper coaches and other several coach variants.

In the month of November, RCF had set another milestone by generating a record production of 5.9 coaches per day. The average daily record production of 5.88 coaches was achieved in October 2020. Besides, RCF achieved the highest monthly LHB coach production in the months of July and September this year. In November, RCF built 124 coaches in just 21 working days to achieve an average daily production rate of 5.9, which is the highest in the history of RCF.

In November, RCF had many laurels in coach production. RCF rolled out a lighter high capacity Parcel Van Mark-II with carrying capacity of 24 tonne load and 130 km per hour speed. Hitherto, in this fiscal, RCF has built 242 parcel vans so far. In addition, on 18 November, 2020, RCF rolled out country's first high speed Double Decker coach with 120 comfortable seats and capable to run at a speed of 160 kmph. ■



RCF, Kapurthala has rolled out double decker coach with 160 kmph speed potential.

The coach will be sent to RDSO for further oscillation trials before putting in commercial service. It has seating capacity of 120 seats & equipped with modern amenities.

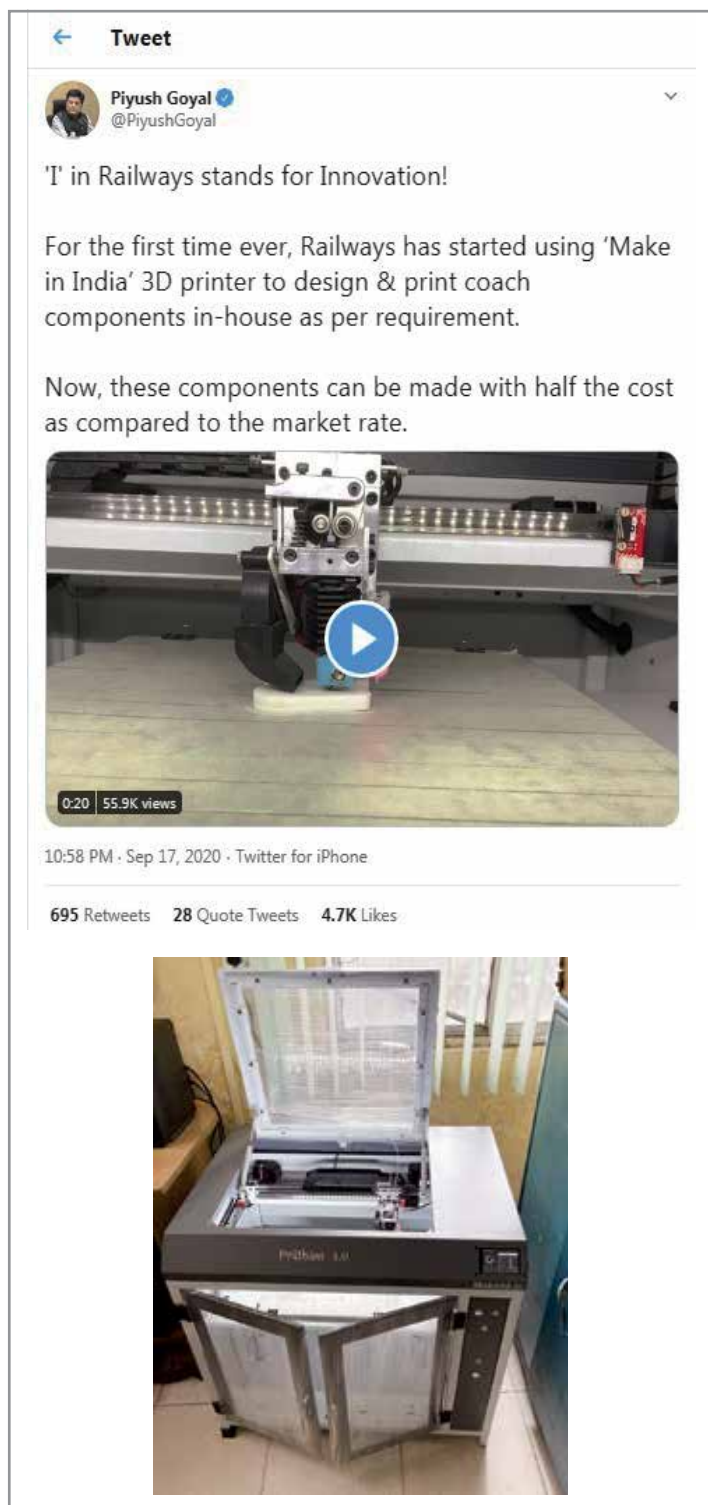




# 3-D Component Printer for Making Rail Coach Parts

Shri Kapil Jambhulkar

Sr. Coaching Depot Officer, Guwahati, NF Railway



Coach Maintenance Depot, Guwahati of NF Railway has started using Make in India 3-D Component Printer to design & print rail coach components in-house as per requirement since September 2020.

There are many typical items (like snack tray knobs, alarm chain pulling handle, coach door handle, etc.) used in rail coaches which are not available readily in market or with the vendors due to their unusual design and application only in Rail. This 3D component printer is specifically to make such items available immediately for fitment in coaches. 3D printing is the construction of a 3-dimensional object from a CAD model or a digital 3D model. Material Extrusion technique 3D printer has been used for making the components in the depot.

These items can now be easily printed in-house and made available in short time for usage at a lesser cost than its procurement price (Almost less than half the cost via sourcing from a vendor). This ensures cost savings as well as improves passenger amenities in our trains thus improving passenger comfort in trains.

This innovation of the depot was twitted from the Official Twitter account of Minister of Railways Shri Piyush Goyal (@PiyushGoyal) on 17<sup>th</sup> September 2020. This is done for the first time ever in any depot of Indian Railways and it has been processed for replication at many other depots in other Railway divisions. ■



# HUBBALLI RAILWAY MUSEUM



The Railway Museum at Hubballi which was virtually dedicated to the nation by Shri Prahalad Joshi, Minister of Parliamentary Affairs, Coal and Mines and Shri Piyush Goyal, Minister of Railways, Commerce & Industry through video link on 9<sup>th</sup> August, 2020 has completed its first **100 days** of operation on 4<sup>th</sup> December, 2020.

The Museum is first of its kind in North Karnataka and second in South Western Railway after the historic Mysuru Rail Museum at Mysuru. It is centrally located next to second entry of Hubballi Railway station on Gaddag Road opposite to Central Railway Hospital. The museum that displays the gradual evolution of advanced systems in all spheres of growth of Railways, enthralls its visitors with its beautiful surroundings. The visitors now can have a treat of Railway Heritage items of yester years at the Museum. The Museum has already seen a cumulative foot fall of 24357 visitors up to 1<sup>st</sup> December, 2020, generating a total revenue of ₹5.37 lakhs.

## THE HIGHLIGHTS OF THE MUSEUM

- A Narrow gauge coach that illustrates 'Unity in Diversity' with life size mannequins of partners from various parts of India
- Two 113 years old cottages - Malaprabha and Ghataprabha, renovated to house indoor artifacts
- Toy train
- Platform housing theatre coach

## Other Important Features

- Galaxy of Rolling Stock
- Suruchi Cafeteria
- Memorabilia Shop
- Ticket Printing Machine
- Model train run
- Children's Activity Room



# A Big Hit in North Karnataka as Daily Footfall Picks Up



**R**ailway museum, Hubballi, since its inception on 9<sup>th</sup> August, 2020 has captured imagination of thousands of visitors. There has been a consistent rise in visitors to the Museum since its inception in August 2020.

From a meager 2,683 visitors that came to the museum in August 20 (in 20 days), the numbers have consistently increased to 6,628 visitors in November 2020. Till November, about 24,357 people have visited the museum out of which around 5000 were children. 13,783 people took the toy train ride which has been the favorite of the children visiting the museum. On an average 140-150 people visit the Museum during working days and on weekends the numbers jump to 400 per day. In the month of August out of 2,683 people who visited the museum 1,373 took the Toy train ride, in September out of 7198 people, 4223 took the train ride, in October out of 7848 people, 4159 took the train ride. In the month of November 6,628 people visited the museum and 4,028 took the toy train ride.

The museum beckons visitors to explore the journey with an attractive entrance as well as restored and illuminated locomotives, coaches and wagons along with other rare and interesting

exhibits. What makes the museum distinct is that it is the first of its kind, Museum in North Karnataka.

For convenience of visitors 'Suruchi' cafeteria provides range of regional delicacies.

The Museum is open from 12.00 noon to 7.00 pm from Tuesdays to Fridays and on weekends Museum functions from 12.00 noon to 8.00 pm. The museum is closed every Monday. Museum also remains closed on Public Holidays.

Ticket charge for adults (aged above 12 yrs) is fixed at ₹20 and for children (aged 5 to 12) is ₹20. Entry for children below 5 yrs is free.

In the wake of Covid Pandemic, visitors to the museum are asked to observe COVID appropriate behavior. Visitors, have to positively wear face mask throughout the visit and maintain social distancing. The visitors are requested to sanitize their hands frequently using sanitizer dispenser provided at the entrance and other prominent locations. Due to the present situation the theatre coach has been kept closed till such time when complete relaxation is announced for lockdown.

Railways since the time of inception in 1853 have shaped and unified our Nation, rightly earning the sobriquet of 'Lifeline of Nation', bridging distances and connecting people. The evolution of





Railways from steam era to modern bullet train era is a journey that is presented in an interesting way in museum. Heritage Railway Museum, Hubballi, beckons the public to take a tour of the museum and enjoy the visual treat of Railway Heritage items.

Shri Ajay Kumar Singh, GM, South Western Railway said that it's heartening to note that Railway museum, Hubballi is witnessing very good footfall and has turned out to be one of the most seen tourist places in Hubballi-Dharwad twin cities. Located strategically on Gadag road enroute Hosapete-World Heritage site with historical monuments, Railway museum, Hubballi is set to become even more popular once schools re-open. He said that each room and each section in the museum weaves a captivating story to educate, chronicles a tale to enchant and kindles passion for rich glorious heritage.

Efforts have been made to provide variety of experience in rail museum, beyond mere passive display of objects, to appeal general public specially students & children and to connect them with railway heritage and the journey of Railways.

A grand arch at the entrance welcomes one to the bygone era. Embellished with emblems of forerunners of South Western Railway, that served this region which is Southern Mahratta Railway, Mysore and Southern Mahratta







Railway etc., the welcome arch beckons visitors to explore the world of Railways.

### Outdoor landscape

Two narrow gauge locomotives (train engines) are the prime attraction in the Museum. All the exhibits that run on track and are related to track such as Rolling Stock (engines), Coach, wagon, tanker, Permanent way material like Rails, sleepers, Level crossing gate, signals etc are provided in the galleries setup amidst soothing greenery of the Museum.

A narrow gauge coach which depicts 'Unity in diversity' with life size statues of passengers from various parts of the country is an added attraction for the visitors. Two beautiful cottages constructed in 1907, are converted to two parts of museum named as Malaprabha and Ghataprabha after the two rivers of the region.

### Ghataprabha cottage

The cottages define quintessential old age charm, house collection of indoor artefacts. Ghataprabha cottage features a model room with







running train, signal instruments etc. History of Locomotives, wagons, coaches is presented along with antique Books and Plants. Glimpses of working of Railway in Medical and security fronts can be seen. A colourful children activity room with fun facts is also part of Ghatprabha. A memorabilia counter where souvenirs can be bought and a history corner where history of Railway companies is covered in the cottage.

#### Malaprabha Cottage

A series of beautiful charcoal sketches constitute art gallery at the entrance of Malaprabha. Booking office with ticket counter, printed tickets, iron cash chests reflect reminiscences of the ticketing of a few decades back. A station master room is simulated with Panel, all the apparatus, registers, furniture and even life size statues of station master and Points man. The adjacent room is







designed on theme of waiting room with antique furniture. A parcel office setup is also recreated with 150 year old parcel weighing machine.

The evolution and progress of Permanent way, rails, sleepers, track fitting, telecommunication, electrical items along with time in tune with technology, is illustrated in the museum.

#### Platform With Theatres & Restaurant Coaches

A majestic platform with ornate pillars provides access to restaurant car & Theatre Car. Short Movies and videos that are both entertaining and educative can be played at fixed show hours in the coach Theatre.

#### Ride in a Toy Train

Colourful carriages steered by steam engine amuse children and elders alike. A toy train is manufactured by Hubballi workshop. Boarding and taking a short trip in this toy train that is equipped with sound and steam effects transports visitors to vintage era and awaken child in us.

#### Suruchi Cafeteria

To satiate the taste buds of visitors, Suruchi Cafeteria provided in the museum offers a menu of regional delicacies in aesthetically designed exteriors with antique pillars.

The unique feature of this museum is that everything is being done with available resources by mobilizing materials and man power. ■

### REGULAR WORKING HOURS FOR THE MUSEUM FROM 11<sup>TH</sup> AUGUST, 2020 ARE AS BELOW

#### **NORMAL DAYS** (Tuesday to Friday)

12 noon to 7 pm

#### **WEEKENDS & PUBLIC HOLIDAYS**

12 noon to 8 pm

### EVERY MONDAY IS A HOLIDAY

#### **ENTRY TICKET CHARGES**

Above  
12 Years



INR 20

Child  
(5-12 Years)



INR 10

Less than  
5 Years



FREE

### THEATRE COACH

#### ❖ SHOW TIMINGS ❖

(every one hour starting from  
12.00 pm 1 pm, 2 pm, 3 pm, 4 pm, 5 pm)

❖ In Group of 10 Members ❖  
each ticket INR 10

❖ Show Time 15 mts ❖  
Toy Train Ticket (one trip)  
Each Ticket INR 10

\* Three rounds of to and fro constitutes one trip.

# SIKKIM

Shri Anil Kumar Saxena  
Writer

**A** Himalayan wonderland, Sikkim is nestled in the foothills of the eastern Himalayas and nature has gifted this state with unique beauty. The state is bestowed with a greater variety of vegetation and undisturbed valleys, five climatic zones, total sanitation, peaceful environment, hospitable and humble people and a rich cultural heritage – which is unmatched and would be hard to find anywhere else. Among its mountains is the fabulous Kanchenjunga which is the third highest mountain in the world. Sikkim is also the least populous state in the Indian union. Gangtok, the capital of Sikkim is situated at a height of over five thousand feet above sea level.

Sikkim is a state in north eastern India. It borders Tibet in the north and northeast, Bhutan in the east, Nepal in the west, and West Bengal in the south. Sikkim is also located close to India's Siliguri Corridor near Bangladesh. Sikkim is the least populous and second smallest among the Indian states. A part of the Eastern Himalaya, Sikkim is notable for its biodiversity, including alpine and subtropical climates, as well as being a host to Kangchenjunga, the highest peak in India and third highest on Earth. Sikkim's capital and largest city is Gangtok. Almost 35% of the state is covered by the Khangchendzonga National Park. The Kingdom of Sikkim was founded by the Namgyal dynasty in the 17<sup>th</sup> century. It was ruled by a Buddhist priest-king known as the Chogyal. It became a princely state of British India in 1890. After 1947, Sikkim continued its protectorate status with the Republic of India. It enjoyed the highest literacy rate and per capita income among Himalayan states.

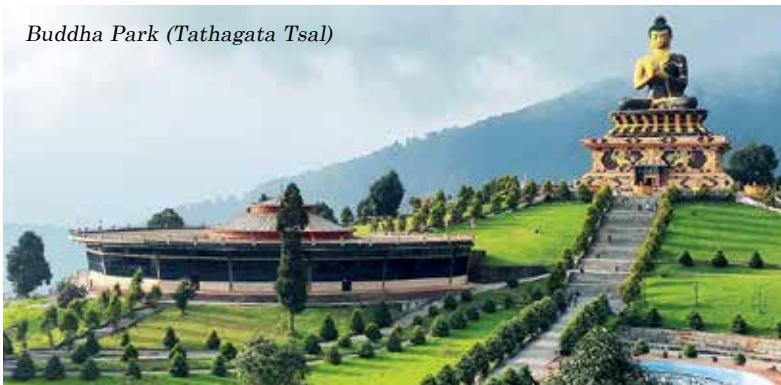


*Beautiful Gangtok*

In 1973, anti-royalist riots took place in front of the Chogyal's palace. In 1975, the monarchy was deposed by the people. A referendum in 1975 led to Sikkim joining India as its 22<sup>nd</sup> state. Modern Sikkim is a multiethnic and multilingual Indian state. The official languages of the state are English, Nepali, Sikkimese and Lepcha. Additional official languages include Gurung, Limbu, Magar, Mukhia, Newari, Rai, Sherpa and Tamang for the purpose of preservation of culture and tradition in the state. English is taught in schools and used in government documents. The predominant religions are Hinduism and Vajrayana Buddhism. Sikkim's economy is largely dependent on agriculture and tourism, and as of 2014 the state had the third-smallest GDP among Indian states, although it is also among the fastest-growing.

Sikkim was once a remote mountain kingdom, ruled by Chogyals (Kings) until 1975; Sikkim is today opening up and proving to be an enchanting new world of friendly, socialite people, exotic flora and fauna, fabulous vistas and serene monastic settlements. Sikkim Tourism India offers several treks that lead through pine forests and picturesque valleys. The state is also the base for mountaineering expeditions and excellent river rafting. In the past few years the state has become one of the most sought after tourist destination.

*Buddha Park (Tathagata Tsal)*



## THE GATEWAY TO SIKKIM : GANGTOK

Gangtok is the capital of Sikkim and situated above the sea level at height of 5,500 ft. The Gangtok city is known for learning Buddhism and connected with commercial, religious





*Bakthang Waterfall Gangtok*



*Chadwick Waterfalls*

and cultural activities. The mixture of traditional and modern crowd and the multiple sight-seeing natural areas and other tourist attractions gather the crowd from all over the world. The capital is well-developed and accessibility to this exotic place is super convenient as there are multiple ways of transportation. Today, Gangtok is a cosmopolitan city with all kinds of modern amenities one would like to have. It has a vibrant nightlife and several nightclubs, restaurants, shopping complexes and pool parlours. Also, with the presence of so many monasteries, religious educational institutions, and Tibetology centres, Gangtok has emerged as a major centre of Tibetan Buddhist culture and learning. Incredibly alluring, pleasantly boisterous and wreathed in clouds – Gangtok, the capital of Sikkim, is one of the most popular hill stations in India. Lying at the height of 1650 m above sea level, the town during its bright sunny days offers spectacular views of Mt. Kanchenjunga. Gangtok is a base for adventure enthusiasts comprising of trekkers and campers to the Himalayan mountain ranges. During the months of March to Mid-May, blooming of wild Rhododendrons transform the surrounding regions in vast fields of colourful carpets.

Its name meaning hill-top, Gangtok can be safely said to be one of the most beautiful hill stations in the country. With everything in just the right amount from a blend of cultural identities to urbanisation, Gangtok is a breathing and dynamic bit of paradise of the northeast. Gangtok and its surrounding regions are abundant in natural beauty and have various natural attractions such as the Tsomgo Lake, Ban Jhakri falls, Tashi viewpoint and more. Other places to visit include many famous religious sites such as the Enchey Monastery, Ganesh Tok, Do Drul Chorten and Rumtek Monastery, etc. Also, river Teesta is one of the best spots for white water rafting in North East India.

The different temples and other places of interest to visit will enroll you to come with family, friends and loved ones. Gangtok is complete as it is the good combination of education, tourism and business. The city is the largest town of Sikkim and very popular for its serene beauty. There are lot of tourist places such as historical places, wildlife sanctuaries, parks, lakes and falls. Gangtok has all the charms that tourists love to visit again and again.

Gangtok means hill cut and gradually this city is making lot of improvement. So Gangtok became the capital of Sikkim. Now the city is having most of the facilities from electricity to the better roads. In 1894, the Sikkimese monarch was under British rule and he changed the capital from Tumlong to Gangtok.

### **Gangtok's Geography**

Gangtok is located in the Shivalik hills and the altitude is of 5500 ft. This city is love for those who are close to nature and appreciate the natural beauty of higher peaks and Himalayan ranges. The snow clad tower over the Himalaya gives a beautiful view.

### **Population of the City**

The population of male is 53 % while female is 47 %. The on and on population of Gangtok is 98,658.

### **Culture**

Gangtok is surrounded by the Nepali people and include the Bhutias, Tibetans, and the Lepchas. Few people such as Marwaris, Biharis, Bengalis are also the residents of Gangtok. Mostly Nepali language is widely spoken in this city and the mix culture is due to the presence of different communities in the city. The Buddhism is the most followed religion in Gangtok and the festivals like



Maghe Sankranti and Ram Navami are being celebrated since long. The culture and tradition of Gangtok is amazing and people follow it with full appreciation.

#### Shopping in Gangtok City

Visiting Gangtok will capture your attention towards the handcrafted stuffs that include Lepcha weave bags, durries and carpets, furniture and clothes items. The exclusive designs and the colorful items with delicate creativity are attention grabber when tourists visit shopping areas. The famous markets for shopping include New Market, Lal Market, Old Market and MG marg and you can shop unlimited handicraft items and handloom. High quality handmade products take hard work and they require skill also. If you are the traditional stuffs lover kind of person then Gangtok is for you to shop for the items. From clothing to footwear and traditional jewellery everything traditional and antic is worth buying.

#### TOP PLACES TO VISIT IN GANGTOK

##### Nathu La Pass, Gangtok

Nathula, one of the highest motorable roads in the world, is a mountain pass in the Himalayan peaks that co-joins Sikkim and China. Situated on the Indo-Tibetan border at a height of 14450 ft. above sea level, Nathu La is one of the most important Himalayan passes in the country. Nathu means 'listening ears', and La means 'pass'. Nathula is one of the three open trading border posts between India and China and is famous for its picturesque beauty and beautiful environment. The temperature here remains low for most parts of the year, and it becomes a hotspot for tourists during summer.

##### Nathula Pass Weather and Best Time to Visit

Nathula Pass experiences heavy snowfall during winter. The temperature of this area may drop down to -25° Celcius. If you really love snow, you can visit Nathula Pass in winter with thick woollen garments. May to mid-November is the summer season when the temperature ranges around 10° Celcius.

##### MG Road, Gangtok

MG Road is the heart of Gangtok and its most happening place. It is the central shopping hub of this beautiful state capital with various shops, restaurants, and hotels lined up along both sides. MG Road is an open mall or boulevard square which is widely regarded to be the centre of the town and is the best shopping destination for tourists. This is a great place to take a leisurely stroll or just sit on the benches and revel in the eclectic ambience.







## CLIMATE AND BEST TIME TO VISIT GANGTOK

The Gangtok climate is very appealing those who like monsoon. The temperature most of the time is 22 degree c in summer while 4 degree c in winter. In Gangtok, winters are cold and summers are average. The city is perfect for travelers round the year.

You can go all over the year but the specific duration to visit Gangtok is September to October. The other ideal time to visit Gangtok is between March to June. During this peak time one should come along with their family and friends to enjoy the best moments of Gangtok city tour.

### How to Reach Gangtok

This capital city Gangtok connected with rest of India via National highway 31A which connects to Siliguri in West Bengal to Gangtok. Accessibility to those places through buses, jeep, and other taxi services is available. To many tourists, this is important to know that there is no nearest railway station and airport to Gangtok from Siliguri.

#### Gangtok by Air

The nearest airport to Gangtok is Pakyong Airport which is located at a distance of 30 kilometer from Gangtok. This new airport is opened in June 2018; inaugurated by the then Civil Aviation Minister Suresh Prabhu.



Pakyong Airport

Currently Bagdogra Airport is the nearest airport to Gangtok and connects Sikkim by air. Bagdogra is located at a distance of 123 kilometer from Gangtok. Local taxis ply from Bagdogra airport to Gangtok. Bagdogra airport is connected to all the major cities of India like Guwahati, Delhi, Mumbai, Kolkata, and Chennai.

#### Gangtok by Train

The nearest railhead to Gangtok is New Jalpaiguri, in Siliguri. It receives trains from major cities of the country such as New Delhi, Kolkata, Mumbai, Bengaluru, Trivandrum, Ahmedabad, Jammu, Secunderabad, Ranchi, Kanyakumari, Jaipur, Jodhpur, Puri, Bhubaneswar, Amritsar, Chandigarh, Pune, Gaya and many more.



#### Gangtok by Road

Gangtok is easily accessible via roadways also. It is connected by road to Siliguri, Kalimpong and Darjeeling.



### Rumtek Monastery, Gangtok

The Rumtek Monastery is one of the largest and most significant monasteries in Sikkim, perched on top of a hill 23 km from Gangtok. Originally called as the Dharma Chakra Centre, it belongs to the Kagyu sect of Buddhists who originated in Tibet in the 12<sup>th</sup> century. Verdant green mountains surround the monastery and thus serves as a visual treat besides being a focal point for spiritual solace. If you climb on top to the Rumtek Monastery, you can have a breathtaking view of the whole Gangtok town situated right opposite the hill. Besides this, the architecture of the striking monastery is one of the finest in the world.

### Tsomgo Lake, Gangtok

Perched between the mountains at a dizzying height of 12400 ft above sea level, the Tsomgo Lake is one of the few high-altitude lakes in India situated on the Gangtok-Nathu La highway. Also popularly known as Changu Lake, it is a part of



every tourist's itinerary and for a good reason - the overwhelming scenic beauty. Enveloped by steep snow-capped mountains and resting between a bright green carpet of alpine forests, the charming beauty of Tsomgo Lake is bound to leave you in awe. The lake's mesmerising scenic allure combined with its legendary significance to the locals definitely makes it a must visit attraction of Sikkim. Tsomgo Lake is a glacial lake that derives its water from

the melting snows of the mountains around it. This glacial lake is famous for its colour changing waters. Monsoons see a bright aquamarine lake whereas, in the winters, it freezes into a translucent cover of ice. As the summer approaches in mid-May, the periphery of this lake is dotted with a thousand blossoming flowers that lend the waters a riot of vibrant colours.

## Ganesh Tok, Gangtok

Ganesh Tok is a small temple and a loved viewpoint in Gangtok. Situated on top of a hill, the quaint place has mind-stirring views - the Kanchenjunga hill can be seen in its true form of glory from here and is at its best especially in the morning. The Ganesh Tok viewpoint, situated at a height of 6500 feet, offers stunning view of the mountains dusted with snow. The temple (dedicated to Lord Ganesh) is, however, so small that it can only fit one person at a time. The sublime place takes you a step closer to nature with its surreal surroundings and comforting ambience.



The Ganesh Tok Temple itself is quite small. Colourful flags are tied across the stairs making it stand out. There is a place where shoes can be kept safe, and hands can be washed before entering the temple. There is also a lounge and a balcony in front of the temple which is the main attraction of the place. The serene Ganesh Tok is surrounded by hills, landscape, and beautiful mountains. It is so overcrowded that the devotees have to go down on all fours to worship Lord Ganesha.



## Hanuman Tok

Dedicated to Lord Hanuman, Hanuman Tok is situated near Ganesh Tok at an altitude of 7200 feet at a distance of 11 km from Gangtok and offers an amazing view of the Kanchenjunga range. The temple has a religious significance attached to it and offers a peaceful surrounding. It is known for fulfilling the wishes of its devotees. Hanuman Tok should definitely be visited at least once to experience its beauty and break away from the monotonous routine. It is a perfect place for all nature lovers and photographers.



*Baba Harbhajan Singh memorial temple Gangtok*

## Baba Harbhajan Singh Temple, Gangtok

Situated on the road passing between Nathu La and Jelep La Pass, at a distance of 64 km at an elevation of 4000 meters, Baba Mandir is the shrine which was built at the Samadhi of Harbhajan Singh. It is the local belief that every person visiting the Nathang Valley and crossing through this enchantingly beautiful terrain has to pay their respects to Baba Harbhajan Singh. Don't think of it as an ordinary temple, for you'll be mistaken! As you climb the stairs to the concrete construction, flanked with bells on both side, you'll be rewarded with the most ineffable samadhi you'd have ever visited.

Legend has it that 35 years ago while leading a pack of mules from his division at Tukla to Deng Dhukla in East Sikkim, Sepoy Harbhajan Singh went missing. After a search was launched, his body was discovered after three days by the army. It is also believed that he was one who led the soldiers to his body. Thereafter, many soldiers in the troop reported that Baba had been coming in their dreams asking them to build a shrine in his memory. A samadhi was thus made in his memory and called the 'Baba Harbhajan Singh Temple'. Many people believe Harbhajan Singh comes to the temple every night and does his rounds after putting on his uniform. People worship him as a saint who guards





Trekking



Mountaineering

the lives of soldiers along the border. Inside the Baba Mandir, you will come across a large photo of Harbhajan Singh which is worshipped by his devotees. Tourists who come here leave their water bottle for a few days and collect it later for it is believed that by drinking that water all the wishes come true. Harbhajan Singh's office has been built on one side of the temple with a dining place, and a room for him to stay at with his uniform and shoes. Though the temple is present on the side of a road, it is surrounded by magnificent mountains thereby giving an amazing view to the tourists. Baba Harbhajan Singh Temple is a must-visit due to the tales associated with the place.

### Hang out Places in Gangtok

The city is packed with different restaurants, shopping areas, tourist places with Gangtok travel guides and relaxing hang out places for the family, honeymoon couples, friends and more. There are few jungle like areas that are truly adventurous which are situated around the Chogyal Palace. The major attraction area is snow topped Khangchendzonga.

Most of the tour and travels broadcast the mention of few important areas that is amazing to visit not only once but often. Its scenic beauty is admirable and the historic sites, wildlife sanctuaries, monasteries and other few attractions makes this place the most visited holiday destination. The Gangtok tourists would love to come here again since this place has many tour spots offerings such as Ban Jhakri Falls, Tsongmo lake, Tsuklakhang palace, kabi lungchok, Sikkim dearpark, Enchay monastery and many more places worth visiting. Gangtok travel guide will help you in reaching most of the local places which you cannot find in Google as well.

### Localities

Gangtok scene is amazing and you get lot of information from travel guides but locals will offer you the best of information about visiting the places. The essence of the culture and the beauty of Gangtok tour can be well described by the locals. So it is truly said that when you have to travel any places then connect to the people of that place to better know about them. ■

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# HAUNTED MEMORIES

Shri D. Om Prakash Narayan  
Sr PRO, Southern Railway

“Sir, by midnight the typewriters would start their typing and the watchman would cower under the shed and pass the night silently” said Kumar, as I queried about the looks I got when I said that I might come during the night to park my car in the office – The office was close to the station and I thought since anyway I have to come for work in the office might as well leave the vehicle at the office – until my colleague Kumar told about the strange sound of typewriters from the building at night. This was an 97 year old heritage building, a tribunal and a court at that, and somehow, disembodied spirits have always had their say through curious sounds inside the building, I was told. It was an interesting thought that the spirits were busy typing out letters and finishing unfinished business! Such loyalty is hard to find, I thought.

Many are the yards and buildings in and around Railway Offices that carry such a tale or two. When I had to stay at a hill station two decades back, the station master told me that there were no rooms for the night. I had just then enquired with the matron and was aware that one room was vacant. “What about Room No.5 ?” I asked, in all innocence. The station master’s face recoiled with horror as he said, “No rooms are vacant, sir. Especially Room No.5! Not for you!!” “But why?” I insisted. He took me inside the SM room and said in a low voice “Many years back, a nurse, Omana, committed suicide! Every day she comes to check the room! And I don’t want to give that room to you and get your curse!” As there were no other rooms, after a long argument, he finally relented and gave me the room, saying, “you are taking the room at your own risk” and off I went to the first floor of the station and opened the dingy room. It was quite cold. I turned on the heater, and covered myself well with the blanket, and soon, was fast asleep. Suddenly in the night, I was woken up by eerie sounds of steps in the corridor. I opened the door and saw that no one was there in the corridor. It was quite tense, and I could swear I heard noise. After some time, I went to sleep and again was woken up by the sound. Again I opened the door and saw. No one was there. Finally, after three four times of this exercise, when the fifth time I heard footsteps, I decided not to get up and instead, slept tight. The sleep was not great but I was again woken up, this time by the sunlight hitting the bed from the window. I met the Station Master, gave him the key

and told him about the night’s experience. He smiled wryly and said, “Sir, that’s why I told you not to sleep in that room!”

It was many years later that I again became brave enough to sleep alone in the Office during a cyclone. Many trains were cancelled and we had to give press releases and during such exigencies, office is always the best place for anyone to do work. As trains which were coming into the system were cancelled as and when they arrived, hourly bulletins were issued by the operating Department every hour, (there was no COIS, FOIS, email those days) I had to go to the control office to get the operating advice.

As I was going to the control office at around 2 am in the morning, a dog howled nearby (perhaps preparing me for the experience) and almost instantly, I saw a thin, bald, short, coat suited man, walking in the corridor in a worried and agitated state. I rubbed my eyes to see whether this was real or an apparition. It appeared to be the later because as my visions cleared again, he was not there. Did I imagine him? I wondered. It was many months later I heard from an old friend that one such top official indeed worked in the Headquarters Office almost 40 years back.

These days almost all top PHODs and HODs are always glued to their computers on Video Conferencing and E office, that they hardly have time to talk to colleagues or friends. Many years back, an ADRM under whom I

worked, spoke about the ghosts in a particular house in the colony, and how a DRM bravely confronted them. Ever since I knew of the matter, I devised ways and means to avoid that particular house in the colony!

Legend has it that Mr Bob Hill, who was station master of Ooty Railway Station from 1909 to 1930, loved the station so much that he patrolled the station in the nights. Many were the sightings reported by the locals even after his death, and it was rumoured that he patrolled the Station at Nights for many years after he passed away. His picture still adorns the Ooty Railway Station Master’s Room, watching the station....

There are countless such stories of every Railway Colony, Railway Office, Railway Yard, and Railway Building. But most of these spine chilling stories are certainly grey areas which are given life only in our imagination and they become larger than life when told and retold many times. ■



Bob Hill





# ONE STEP BY RAIL

## A Giant Leap for the Kisan

Ms. Ity Pandey  
Chief Commercial Manager  
(Passenger Services)  
Central Railway



(File Photo)

When the first Kisan Rail rolled out of Devlali on the 7<sup>th</sup> August, 2020, the symbolic chain of imperialism with which the British had tied the railways, was finally broken. Right from its inception railways was the biggest and most powerful tool in the hands of the imperialistic masters. The growth of this giant was directly linked to the industrial revolution which was taking place in Great Britain. India's farmers were victims of Britain's policies of draining india's wealth through over exploitation of the agrarian economy. India was both a supplier of raw materials as well as a market for the finished british goods. Today railways are hand in hand with the farmers and the process of agrarian empowerment has begun.

Kisan Rail is not a new concept. All over the world railroads are being used to carry perishable

commodities from the farming heartlands to the consumption markets. Nearly 4 million wagon loads of farm, food and related products are shipped by America's railroads. This is around 14% of total US Rail wagon loads. According to USDA, railroads in the USA ship around 65,000 wagonloads of fresh fruits and vegetables every year. Indian railroads carried 8,32,830 tons of parcels from April, 20 to September, 20 which is around 36210 of parcel van load. In February 2018, DB Schenker, one of the world's leading logistics service providers, operated the first block train moving 11 reefer containers carrying fresh produce from Chengdu to Moscow, a distance of some 6000 miles. The block train carried 160 tons of perishable agricultural products. It is with such insights that a budget announcement stating that 'to build a seamless national cold supply chain for perishables, inclusive of milk,

meat and fish, the Indian Railways will set up a 'Kisan Rail' - through PPP arrangements, There shall be refrigerated coaches in Express and Freight trains as well."

Maharashtra has been the hub of fresh fruits and vegetables since time immemorial. Pomegranate from Sangola, oranges from Nagpur, plantains from Bhusaval, onions & grapes from Nashik, other vegetables like capsicum, green chillies are farmed in large quantities. Earlier most of this produce was

→ South India's First 'Kisan Rail' flagged off from Anantapur (Andhra Pradesh) to Adarsh Nagar (New Delhi)



(File Photo)

→ Devlali-Muzzaffarpur Kisan Rail



(File Photo)

consumed within Maharashtra. The surplus of the prosperous farmers was being carried by road. Around ten years back, on this railway bulk traffic of plantains (banana) was moved in covered wagons with a load of 40 wagons per rake. Farmers were given a 50% concession on the parcel rate for this traffic. There was however no provision to grant concession for such traffic in the exclusive parcel vans which was a heart burning issue for the farmers. In 2014-15 the crop of plantains was damaged due to natural calamities. As a result the farmers were not in a position to load a full rake of 40 wagons. They demanded a load of 32 wagons for loading plantains.

In addition to this, lemons and vegetables in quantity below 1 quintal were loaded regularly from Modlimb for the local markets of Miraj before conversion of Miraj-Sangola-Pandharpur-Modlimb-Kurduwadi-Latur narrow Gauge section to Broad Gauge. The conversion was started in 2003. After conversion of the above section to Broad Gauge in 2009 stations which were earlier open for parcels got closed. As direct trains were not available, the perishable items traffic from Sangola, Modlimb, Ahmednagar area was transported to Pune by road from where it was loaded in trains for Bihar and West Bengal. The quantity carried in regular passenger trains was limited to 12/23 tons per train. This traffic got permanently diverted to the road. Farmers were charged exorbitant rates and a lot of middlemen mushroomed to capture the perishable market. The small farmer from Sangola and Modilimb got lost in the bylanes of the local market.

Meanwhile efforts were made by railways to divert perishable traffic from the roads. Feasibility surveys were conducted at major vegetable markets

located at Vashi, Pune, Nasik, Daund, Kurduwadi in Maharashtra in the year 2012 for running parcel trains to transport perishables from Nasik Road, Lasalgaon and Manmad to Wadibunder. However no response was received to the Expression of Interest floated by railways in 2012.

In February 2017, it was proposed by Railway Board to plan and organize perishable cargo special train from Central Railway to Delhi area especially from Pune, Solapur and Bhusaval divisions for items like grapes and pomegranates. However this concept of a parcel cargo express never took off.

In the wake of the pandemic it was decided to again explore the feasibility of running a parcel cargo express for the farmers from Nasik area to Bihar, as regular movement of perishables traffic in this area by road and in Piecemeal parcel vans was adversely affected due to the nationwide lockdown.

The first ever Kisan Rail on Indian Railway was planned from Devlali to Danapur. Devlali was chosen as the starting point for this Kisan Rail to enable the smallest of farmers to come and load the smallest of quantities available with them till the last minute. This freedom of loading was not available at major stations like Nashik and Jalgaon where scope of loading time is limited due to congestion. The farmers came in groups and also as individuals with demand for new stations to be opened up on other Railway routes. Overnight Cheoki near Prayagraj and Buxar in Bihar were opened for parcel traffic in response to the demand of the farmers. The halt of the Kisan special was tailor made to the demands of the farmers.

With extensive marketing efforts through meetings with the loaders, press releases and updates on the official twitter handle of Central Railway, this concept started getting tremendous response.

On the first trip on 7<sup>th</sup> August, 90.92 tonnes of parcels were loaded, 90% of it was perishable i.e. fruits and vegetables. After the popularisation of this train, more than 400 tonnes of parcels are being loaded in each trip.

In the meanwhile words spread around and farmers around Solapur expressed their desire to load in parcel vans. There was a huge traffic of capsicum, pomegranate, grapes grown in Sangola, Pandharpur, Modlimb, Kavathe-Mahankal, Salgare in Solapur and Sangli districts, lemons from Ahmednagar area, tomato and raw- plantain in the areas of Jeur and Karmala which were being transported by Road. In the wake of the pandemic this traffic had completely stopped. It was then decided to start a LINK Kisan Rail from 21.08.2020 from Sangola/ Pune for attachment with the main Kisan Rail at Manmad by opening Sangola station for parcel traffic.





*Loading of goods into Kisan Rail (File Photo)*

In order to facilitate loading in Kisan Rail Lasalgaon, Niphad, Burhanpur, Modlimb, Jeur, Kalmeshwar, Warud, Pandharpur, Kopargaon, Belwandi, Pandhurna and Narkher stations of Central Railway were opened for parcel traffic. By now it was clear to the farmers that this Kisan Special was really for them. The quantity of greens and perishables kept on increasing with every trip. The train was extended to Muzaffarpur from Danapur in accordance with the demand from the farmers. With increasing demand the frequency of the Kisan Special was increased from weekly to bi-weekly from 4<sup>th</sup> trip and then from bi-weekly to tri-weekly from 8<sup>th</sup> trip onwards. Additional parcel vans were also attached to cater to the demand of the farmers.

Highest ever one day loading of 539.93 tonnes was recorded on Kissan Special on 20 October, 2020.

Another feather was added to the railway cap when one more Kisan Rail was started on 14.10.2020 from Warud Orange city, Nagpur to Adarshnagar Delhi on Weekly basis. Average loading of 258 tonnes per trip has been achieved by this Kisan Special and Nagpur oranges have flooded the markets of Delhi and provided the much needed fresh Vitamin C to the capital in COVID times.

Looking at the popularity of the Kisan Specials the Ministry of Food Processing decided to give a 50% subsidy to the farmers on notified commodities (all perishables i.e. fruits and vegetables). This subsidy has been implemented from 15<sup>th</sup> October and is a part of the government's vision of 'Operation Green - TOP to TOTAL' under Aatmanirbhar Bharat Abhiyan. The government envisages to transform the agriculture sector by encouraging and empowering the smallest of farmers by supporting them through such subsidy measures. As a result of the subsidy the Indian Railways have become the first

choice of the farmers. So far ₹2.02 Cr subsidy has been provided to farmers by the railway.

Adding to our kitty of Kisan Specials, Sangola-Shalimar (Kolkata) Kisan Rail was started on 21 November, 2020 and so far this Kisan Special has made 4 trips with 1345 tonnes of perishables.

This railway is also loading on Bangalore-Adarsh Nagar (Delhi) Kisan Special and Sangola-Secunderabad Link Kisan Specials.

Considering the huge demand potential for loading fruits like grapes during the approaching harvesting season, Central Railway may increase the frequency of Kisan Rail to cater to this traffic.

The Kisan Rail has opened a new gateway for Aatmanirbhar Bharat. This partnership between the farmers and the Railways has laid the foundation of a social change which is bound to bring a revolution in the world of horticulture. All attempts are being made to make the Railroad accessible to the smallest of farmers and to make their produce reach the biggest of markets in the shortest period of time. Today the markets of Kolkata and Delhi are filled with fresh fruits and vegetables from a small farmer of Jeur, thousand of miles away from the metropolitan. Indian onions and oranges are already being carried by Railways to Benapole in Bangladesh. New destinations are being explored. A quiet revolution has taken place in the western heartland of India, where the small helpless farmer struggling to meet his day to day expenses by selling his perishables in the nearest market at throwaway prices has achieved a milestone through the Kisan Specials. Earlier the vision of a farmer was limited to that of a pygmy. However, the pygmy riding on the shoulders of a giant (railway) is looking at new horizons and moving forward.

So far all Kisan Rails have carried 19741 tonnes of perishables to all parts of the country. ■

# Human Resources Planning in Indian Railways

Dr. Sopan Kasinath

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## Introduction

Organization is built and developed by Human Resources. Human Resources are the real resources among all the resources of any organization. Human Resource planning is one of the core aspects of Human Resource Management.

Human resource planning is paramount for any organization. Indian Railways is not an exception to it. Human Resource Planning is to match the supply of Human Resources with that of demand but because of the vagaries in the planning system uncertainties emerge in forecasting the Manpower Demand. Manpower Demand means the number of jobs or positions available. In manpower system the demand is the horse and supply is the cart. The ideal projection of manpower demand is through the projection of workload.

Indian Railways is one of the means of transport of bulk goods for longer distances and commuters in India. Indian Railways is the lifeline of India. Indian Railways is one of the biggest employers by employing 12.27 lakhs of employees. Indian Railways carried 8439 million passengers during the year 2018-19. Indian Railways is one of the World's Largest Railway networks comprising over a route of 67415 km and 7321 Railway stations. Hence, the present study proposes the Human Resources Planning in Indian Railways with the help of the core objectives:

- A Brief History of Indian Railways
- Organization Structure of Indian Railways.
- Overview of Physical Performance in Indian Railways
- Financial Performance of Indian Railways.
- Productivity in Indian Railways.
- Human Resources group wise and department wise in Indian Railways
- Human Resources Planning in Indian Railways.
- Value Added by the Human Resource in Indian Railways.
- Foreign Railways
- A few Suggestions.

The Research methodology of the present study aims at the core objectives cited above. The data is collected from the secondary source. The study period is from 1950-51 to 2018-19. The statistical data is applied in accordance with the needs of the study viz: percentage and ratios.

The first Railway built by the Great Indian Peninsula Railway (GIPR), was opened in 1853. The first train ran between Bombay and Thane on April 16, 1853, A landmark in the history of British India.

In the years between 1854 and 1860, British India had eight Railway Companies – Eastern India Railway, Great India Peninsula Company, Madras Railway, Bombay Baroda and Central India Railway, Scindia Railway, Eastern Bengal Eastern Railway and Calcutta and South Railway Company. In the years between 1869 and 1881, the British government took up the responsibility of laying Railway lines in India from the East India Company.

Indian Railways is an Indian state-owned enterprise, owned and operated by the Government of India through the Ministry of Railways since 1951.

Indian Railways is governed by three tier vertical organization structure for effectiveness and efficacy in management. The delegation of authority will flow from top to bottom. Hence, Indian Railways is Headed and Governed by Union Minister of Railways, two Ministers of State for Railways, and the Railway Board.

The Railway Board consisting of CEO, and Members experts in their specialized arenas viz: Financial Commissioner, Member Staff, Member Traction, Member Materials Management, Member Engineering, Member Traffic, Member S & T, Member Rolling Stock, Director General /HRS, Secretary of Railway Board and Director General / RPF, at the apex level. The Railway Board CEO is the governing body of Indian Railways. it is the brain and eyes of Indian Railways.

The Zonal Railway is governed by a General Manager. He is assisted by expert and active team members' viz: AGM, SDGM and Principal Heads of the Departments viz: CCM, COM, CE, CME, CEE, CPO, CMD, CSO, COS, CSTE and FA&CAO and Audit. At present there are 18 Zones in Indian Railways.

The Division is Headed and Managed by the Divisional Railway Manager. He is assisted by his active team consisting of ADRM, Sr DE, Sr DEE, Sr DME, Sr DOM, Sr DPO, Sr DCM, Sr DMO, Sr DSO, Sr CVO Sr DOS, Sr DSTE, Sr DAO. At





present there are 68 divisions in Indian Railways.

Apart from the above 18 Railway zones and 68 divisions, there are Productions Units, Public Sector Undertakings and Corporations and other units, and there are Seven Centralized Training Institutes to cater the Training and Development needs of the Officers under the purview of Indian Railways. The Organization Structure in Indian Railways depicts vividly the superior and subordinate relations in a crystal clear manner.

### Physical Performance Analysis

The Physical Performance in Indian Railways is projected through the following core parameter' viz: Route kilometers, Number of Railway Stations, Rolling Stock and Electrification network,

The Network of Indian Railways is depicted through the Route kilometers. The Route kilometre in Indian Railways is at 67,415 kms during the year 2018-19 compared to 53,596 Route kilometres during the year 1950-51. The Route kilometers have increased significantly by 27.9 percent during the above study period.

The new railway lines may be expanded in the potential areas to tap the commuters demand across the Indian Railways, a few examples are as follows : Pune to Aurgangabad, Parli viajnath to Beed, Vizag to Simhachalam, Tirupati to Tirumala and Solapur to Tuljapur and Pandharpur. Kurnool to Srisailam. Riagir to Yadadiri and also to foreign countries.

The Socio-Economic Development in India is highly correlated with the development of Railway Stations. The number of Railways Stations in Indian Railways is at 7321 during the year 2018-19 compared to 5,976 Railway Stations during the year 1950-51. The number of Railway stations has increased significantly by 22.5 percent during the above study period. However, the number of Railway stations may further be increased in the interest of the commuters.

Grand Central Terminal in Midtown of Manhattan is described as the 'loveliest station in the world'. The station was opened back in 1913. The station also underwent major redevelopment in 1994. Today the station is considered as a great architectural landmark of New York City.

The core Rolling Stock in Indian Railways is Diesel Locomotives, Electric Locomotives, Wagons and Passenger carriages and vehicles. The number of Diesel Locomotives is at 6049 during the year 2018-19 in comparison to 17 Diesel Locomotives during the year 1950-51. The number of Diesel Locomotives has increased 355.82 folds over the study period. The Diesel Locomotives are faster and cheaper in fuel cost when compared to the steam Locomotives.

The number of Electric Locomotives in Indian Railways is at 6059 during the year 2018-19 as against 72 number of Electric Locomotives during the year 1950-51. The number of Electric Locomotives has increased significantly 84.15 folds during the above study period. The Electric Locomotives are eco-friendlier, cheaper and faster when compared to the Diesel locomotives. Hence, the number of Electric Locomotives may further be increased for rendering the best services to the commuters in India.

The number of passenger carriages in Indian Railways is at 55,258 during the year 2018-19 as against 13,022 passenger carriages during the year 1950-51. The number of passenger carriages has increased 4 folds during the above study period. The passenger carriages should be much more comfortable, safer and fire proof in the interest of the commuters.

The wagons turn the wheel of profits in Indian Railways. The number of wagons is at 2.89 lakhs during the year 2018-19 as against 2.05 lakh wagons during the year 1950-51. The number of wagons has increased significantly 1.40 folds during the above study period.

The Electrification network in Indian Railways is at 34,319 kilometres during the year 2018-19 as against 388 kilometres during the year 1950-51. The Electrification network in Indian Railways has increased substantially 88.45 folds during the above study period. The percentage of Electrification network to the total route kilometres in Indian Railways is at 50.90 percent during the year 2018-19. However, the Electrification network should further enhance to 49 percent in order to render the best services to the commuters. The routes from Secunderabad to Manmad via Nanded and Bidar draw the attention for the traction facility and also in the potential arenas across in Indian Railways.

### Productivity in Indian Railways

The Productivity in Indian Railways is depicted through Total traffic Output i.e Passenger Kilometres (PKMS) and Net Tonne Kilometres (NTKMS). The PKMS in Indian Railways are 1157174 millions during the year 2018-19 as compared to 66,517 PKMS in millions during the year 1950-51. The PKMS in Indian Railways has increased substantially by 17.39 folds during the above study period.

The NTKMS in Indian Railways is at 7,38,523 millions during the year 2018-19 as compared to 37,585 NTKMS millions during the year 1950-51. The NTKMS has increased substantially by 19.6 folds in Indian Railways during the above study

**TABLE-1 : Physical Performance in Indian Railways**

Year	Route Kms	Number of Railway Stations	Electrification Network in Kms	Number of DSL Locomotives	Number of Electric Locomotives	Number of Wagons in Lakhs	Number of Passenger Carriages
1950-51	53596	5976	388	17	72	2.05	13022
1960-61	56247	6523	748	181	131	3.07	20062
1970-71	59790	7066	3706	1169	602	3.83	24591
1980-81	61240	7035	5345	2403	1036	4.00	27410
1990-91	62367	7100	9968	3759	1743	3.46	28677
2000-01	63028	6843	14856	4702	2810	2.22	33236
2010-11	64460	7133	19607	5137	3825	2.20	45089
2015-16	66687	7216	23555	5869	5214	2.51	44,283
2018-19	67415	7321	34319	6049	6059	2.89	55258
Analysis	125.78 percent	122.50 percent	88.45 fold	355 fold	84.15 fold	1.40 percent	4.26

Source: Indian Railways Annual Accounts and Report and Indian Railways Year Books from 1950-51 to 2018-19

period. The Railway Board CEO deserves the credit for the spectacular achievement. Thus, the Productivity is highly substantial in Indian Railways. TABLE-2

#### Financial Performance Analysis

The Financial Performance of Indian Railways is evaluated through the following core parameters' viz: Gross Revenue, Net Revenue, Total Cost, Human Resource Cost, and Operating Ratio.

The Gross Revenue in Indian Railways is at ₹190507 crore during the year 2018-19 as compared to ₹263.30 crores during the year 1950-51. The Gross Revenue has enhanced tremendously by 723.53 folds during the above study period.

The Net Revenue is the contribution of the Indian Railways to the Indian exchequer. The Net Revenue in Indian Railways is at ₹3,733 crore during the year 2018-19 as compared to 47.56 crores during the year 1950-51. The Net Revenue in Indian Railways has increased substantially by 78.49 folds during the above study period.

The Total cost in Indian Railways is at ₹186733 crore during the year 2018-19 as compared to ₹215.74 crore during the year 1950-51. The Total cost in Indian Railways has increased substantially by 865.55 folds during the above study period.

Human Resources cost is one of the total costs in Indian Railways. The Human Resources cost in Indian Railways is at 1,34,364 crore during the year 2018-19 as compared to ₹113.8 crores during the year 1950-51. The Human Resources cost in Indian Railways has increased substantially by 1180.70 times during the above study period. The Human Resource cost to the total cost is at 71.9 percent in Indian Railways revealing vividly a lion's share in the total cost during the year 2018-19.

The Operating ratio is the yardstick for the efficacy of the management in Indian Railways. The operating ratio and the profits are inversely related. The operating ratio in Indian Railways is at 97.3 percent during the year 2018-19 as compared to 81 percent during the year 1950-51.

**TABLE-2 : Financial Performance in Indian Railways**

Year	Gross Revenue ₹ in Crore	Net Revenue ₹ in Crore	Total Cost ₹ in Crore	Human Resources Cost ₹ in Crore	Operating Ratio in Percent	Value Added by Human Resource in ₹
1950-51	263.30	47.56	215.74	113.8	81	1,636
1960-61	460.42	87.87	372.55	205.2	79	2,205
1970-71	1006.95	144.73	862.22	459.9	84	3,980
1980-81	2703.48	127.49	2575.99	1316.7	96	8,820
1990-91	12451.55	1113.78	11337.77	5166.3	92	44,105
2000-01	3601095	1071.23	34939.72	18841.4	98.34	111130
2010-11	94535.63	6346.14	90334	51776.57	94.59	3,07,369
2015-16	168379.	19228.48	149151.13	92985.1	90.5	5,66,219
2018-19	190507	3733	186733	134364	97.3	4,67,858
Analysis	723.53 fold	78.49 fold	865.54 fold	1180 fold	—	346.94 fold

Source: Indian Railways Annual Accounts and Report from 1950-51 to 2018-19





The operating ratio is very high in Indian Railways. Hence, the strategy should be devised to control the operating ratio. The operating ratio may be controlled through rightsizing the manpower strength on one hand and the manpower cost and other costs on the other, apart from introducing sophisticated technology and BPO, KPO and Public Private Partnership in Indian Railways.

**TABLE-3 : Human Resources and Productivity Fold in Indian Railways**

Year	Total Human Resource in Lakhs	Productivity PKMS in Millions	Productivity Ntkms in Millions
1950-51	9.13	66,517	37,585
1960-61	11.57	76,665	72,333
1970-71	13.74	1,18,120	1,10,696
1980-81	15.72	2,08,558	1,47,652
1990-91	16.51	2,95,644	2,35,785
2000-01	15.45	4,57,022	3,12,371
2010-11	13.28	9,78,508	6,25,723
2015-16	13.31	11,43,039	6,54,481
2018-19	12.27	11,57,174	7,38,523
Analysis	1.34	17.3 fold	19.6 fold

Source: Indian Railways Annual Report and Accounts from - 1950-51 to 2018-19

### Human Resources in Indian Railways

Among all the resources the Human resources are the real resources in Indian Railways. Hence, the study of Human Resources Strength, Human Resources ratios, Human Resource Planning and Value Added by the Human Resource in Indian Railways is highly paramount. In Indian Railways the Human Resources are classified into four groups viz: Group A&B, consisting of Officers Cadre, while Group C and Group of D as non-gazette cadre. The Human Resource strength of Group A and B Officers in Indian Railways are 16.6 in thousands during the year 2018-19 in contrast to 2.3 thousand during the year 1950-51. The strength of Group A and B Officers has increased significantly by 7.26 fold during the above study period.

The Human Resources strength of Group C staff in Indian Railways is 10.75 lakhs during the year 2018-19 in correspondence to 2.23 lakhs Human Resources during the year 1950-51. The Human Resources strength of Group C staff has increased significantly by 5.51 fold during the above study period. The Group C employees constitute 92.4 percent of the total employees in Indian

Railways. The human resources planning should focus to reduce in Group C employees tremendously in Indian railways.

The Human Resources strength of Group D staff in Indian Railways is 1.34 Lakhs during the year 2018-19 in contrast to 6.87 Lakhs during the year 1950-51. The Group D Human Resource strength has downsized tremendously by 89 percent during the above study period. The reduced Human Resource strength of Group D may be on account of promotion of Group D to Group C cadre and as well as attaining the age of superannuation in Indian Railways. The ratio of Group A&B Officers, Group C and D employees in Indian Railways is at 0.96 '89:11 during the year 2018-19. The Group C employees reveal 92 percent of the total employees in Indian Railways. The Human Resources planning can be focused to reduce the Group C employees tremendously in Indian Railways. The total Human Resources in Indian Railways may be 10 Lakhs in the year end 2022.

The number of women employees in Indian Railways is 91,893 during the year 2018-19. The number of women employees to the total Human Resources in Indian Railways is at just 7.13 percent. However, the number of women employees should increase to 33 percent to the total Human Resources Indian Railways. The Human Resource strength in Indian Railways is at 13.31 lakhs during the year 2018.19 in contrast to 9.14 lakhs during the year 1950-51. The Human Resources strength in Indian Railways has increased significantly by 1.45 fold during the above study period.

SNCF is France's national state-owned railway company, and operates the country's entire national rail traffic, with 14,000 trains running daily. It employs more than 180,000 people in 120 countries around the globe.

### Department wise Human Resources in Indian Railways

The department wise Human Resources in Indian Railways is as follows:

The revenue earning departments in India Railways are Engineering Electrical, Mechanical, Commercial, Transportation and S&T departments.

The number of human resources in Engineering department, Electrical department and Mechanical department is at 7.38 lakhs in Indian Railways during the year 2018-19 in contrast to 8,09,886 human resource during the year 2009-10 constituting about 60.2 percent of the total human resources in Indian Railways during the year 2018-19.

Similarly in Commercial, Transportation and S&T has 3.0 lakhs Human Resources during the

**TABLE-4 : Group wise Human Resources in Indian Railways**

Year	A&B Officers in Indian Railways	Group C Employees in Indian Railways	Group D Employees	Total HR in Indian Railways in Thousands	Total HR Cost in Indian Railways ₹ in Crores	Total Cost in Indian Railways ₹ in Crores	Percentage of HR Cost to Total Cost in Indian Railways
1950-51	2.3	223.5	687.8	913.6	113.8	215.74	53
1960-61	4.4	463.1	689.5	1157	205.2	372.55	55
1970-71	8.1	583.2	782.9	1374.2	459.9	862.22	53
1980-81	11.2	721.1	839.9	1572.2	1316.7	2575.99	51
1990-91	14.3	891.4	746.1	1651.8	5166.3	11337.77	46
2000-01	14.8	900.3	630.2	1545.3	18841	34939.72	53
2010-11	16.9	1079.2	235.9	1332	51776.6	89474.22	60
2015-16	16.7	1230.4	81.7	1331	92985.1	149151.13	62.36
2018-19	16.6	1075.8	134.5	1227	134364	186733	71.9
ANALYSIS	7.21	4.8	0.19	1.34	1180	865.54	

*Sources :* Indian Railways Year Book from 1950-51 to 2018-19

year 2018-19. in contrast to 2.35 lakhs Human Resources during the year 2009-10 constituting of about 25 percent of the total Human Resources in India Railways during the year 2018-19.

#### Human Resources Planning in Indian Railways

The core objective of Human Resource Planning is recruitment and selection of the right person at the right job and at the right place based on the yardsticks of workload. These are the broad criteria followed by Corporate Sector for human resource planning, the same are followed in Indian Railways also.

Indian Railways aims at trimming the manpower. The Human Resources strength in Indian Railways was 16.52 lakhs in 1990-91 which is reduced to 12.27 Lakhs during the year 2018-19. The Total Human Resource strength is substantially downsized by 4.25 lakhs in Indian Railways during the above 28 years. The total Human Resources cost control in Indian Railways is tremendous at (4.25 lakhs employees average pay) ₹ 18,000 crores during the period. This depicts vividly the Railway Board's CEO's strategy for Human Resource Planning in Indian Railways.

#### Value Added by the Human Resource in Indian Railways

The Value Added reflects the contribution of the Human Resource in Indian Railways. The Value Added by the Human Resource in Indian Railways is at ₹ 4,67,858 crores during the year 2018-19 as compared to ₹ 1632 cores value added during the year 1950-51. The Value added by the

Human Resource in Indian Railways is substantial. The Railway Board CEO deserves the entire credit for the spectacular achievements of Indian Railways during the above study period.

#### Foreign Railways

The US rail network, with an operating route length over 2,50,000 km, is the biggest in the world. Freight lines constitute about 80 percent of the country's total rail network, while the total passenger network spans about 35,000 km. The fastest trains in the world are Alstom Euroduplex, 198.8 mph, France, followed by Japan. SNCF is France's national state-owned railway company, and operates the country's entire national rail traffic, with 14,000 trains running daily. It employs more than 180,000 people in 120 countries around the globe. Thus; Indian Railways should learn lessons from the foreign Railways. The Indian Railways should change in accordance to the changing scenario to tap the potential demand on one hand and to provide the best services to the commuters on the other.

#### A Few Suggestions

1. The CEO of Railway Board is the governing body of Indian Railways. it is the brain and eyes of Indian Railways.
2. The Organization Structure in Indian Railways depicts the superior and subordinate relations in a crystal clear manner.
3. New railway lines may be introduced in the potential areas to tap commuters' demand across the Indian Railways and foreign countries.





The new railway lines may be expanded in the potential areas to tap the commuters demand across the Indian Railways, a few examples are as follows viz: Pune to Aurgangabad, Parliviajnath to Beed, Vizag to Simhachalam, Tirupati to Tirumala and Solapur to Tuljapur and Pandharpur. Kurnool to Srisailam, Riagir to Yadadiri and also to foreign countries.

4. The number of Railway stations has increased significantly by 22.5 per cent during the above study period. The number of Electric Locomotives may be further increased for rendering the best services to the commuters in Indian Railways.
5. The Electrification network should further be expanded to 49 percent in order to render the best services to the commuters. The routes from Secunderabad to Manmad, route via Nanded and Bidar should draw the attention for the traction facility and also in other potential areas across the country.
6. The CEO of Railway Board deserves the credit of the spectacular achievement.
7. The Net Revenue in Indian Railways is substantial at ₹3,733 crore during the year 2018-19. Indian Railways contributes substantial to the Indian exchequer.
8. The Human Resources cost to the total cost is at 71.9 percent in Indian Railways revealing vividly a lion's share in the total cost during the year 2018-19. Strategies have to be devised to control human resources cost.
9. The operating ratio in Indian Railways is as high as 97.3 percent during the year 2018-19. The operating ratio is very high in Indian Railways. Hence, the operating ratio may be controlled through rightsizing the manpower strength on one hand and the manpower cost and other costs on the other, in Indian Railways, apart from introducing sophisticated technology and BPO, KPO and Public Private Partnership in Indian Railways.
10. The ratio of Group A&B Officers and Group C and D employees in Indian Railways is at 8:9:11 during the year 2018-19. The ratio of Group C staff has increased tremendously during the above study period. The Group C employees constitute 92 percent of the total employees in Indian Railways. The Human Resources planning can be focused to reduce the Group C employees. The total Human Resources strength in Indian Railways may be out to 10 Lakhs in the year end 2022.
11. The number of women employees should be increased to 33 percent of the total Human Resources in Indian Railways.

12. The number of persons in Engineering department, Electrical department and Mechanical department constitute about 60.2 percent of the Total human resources in Indian Railways. Similarly, commercial, transportation and S&T comprise of of about 25 percent of the total human resources in India Railways during the year 2018-19.
13. The Total Human Resources cost control in Indian Railways is substantial at (4.25 lakhs employees average pay) ₹18,000 crores during the last 28 years. This depicts vividly the CEO's strategy for Human Resource Planning in Indian Railways.
14. The Value Added by Human Resource in Indian Railways is substantial at ₹4,67,858 crore during the year 2018-19. The value added by the Human Resource in Indian Railways is substantial. The CEO of Railway Board deserves credit for the spectacular achievements of Indian Railways during the above study period.
15. The US rail network, with an operating route length over 2,50,000 kms, is the biggest in the world. The fastest train in the world is Alstom Euroduplex, 198.8 mph, France.  
SNCF is France's national state-owned railway company, and operates the country's entire national rail traffic, with 14,000 trains running daily. It employs more than 180,000 people in 120 countries around the globe. Thus; Indian Railways should learn lessons from the foreign Railways.
16. The Indian Railways should change in accordance with the changing scenario to tap the potential demand on one hand and provide the best services to the commuters on the other. Hence, introduce high speed trains in Indian Railways at par with foreign countries in near future.

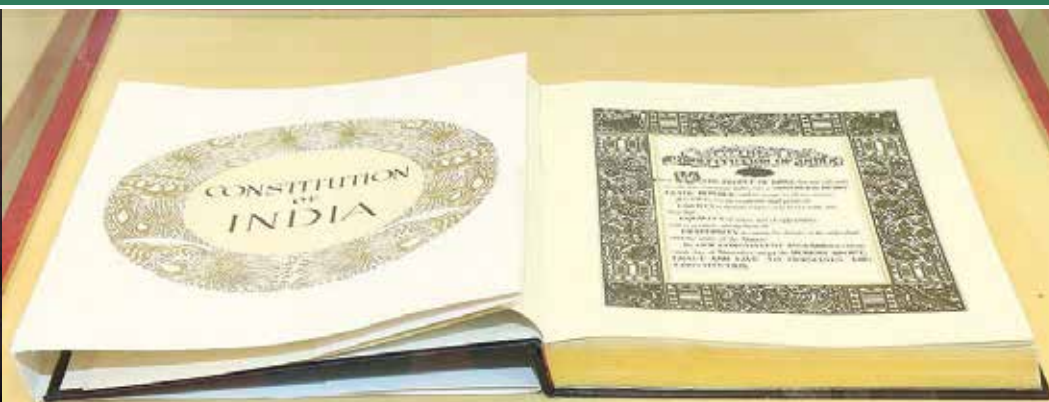
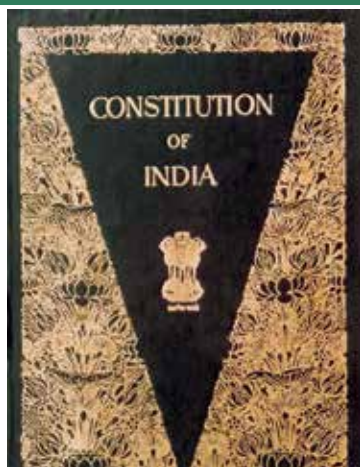
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## OBSERVANCE OF

### SOUTH EASTERN RAILWAY

The Indian Constitution is the most unique and the longest written Constitution in the world, which originally had 395 Articles and 8 Schedules. At present, our Constitution contains 448 Articles with 12 Schedules. The Constitution of India is said to strike the perfect balance between rigidity and flexibility as some provision of it can be amended very easily while the others can only be amended after following a long and complex process.

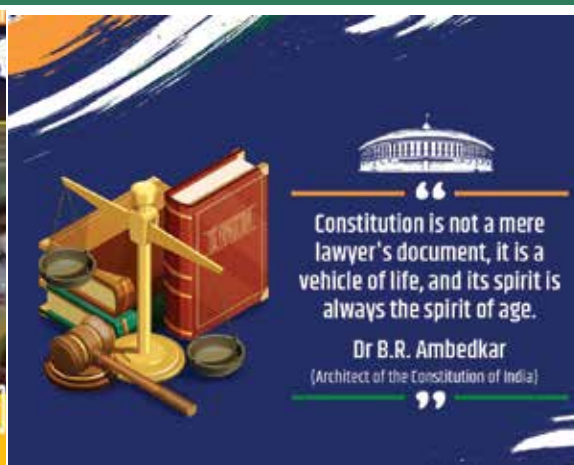
Our Constitution was drawn from a number of sources. Mindful of India needs and conditions, its framers borrowed features of previous legislations such as Government of India Act- 1858, The Indian Councils Act - 1861 and Government of India Act - 1919 and 1935. The Drafting Committee of our Constitution was elected by the Constituent Assembly on 29<sup>th</sup> August 1947. The 389 member assembly (reduced to 299 after the partition of India) took almost three years to draft the Constitution holding 11 sessions over a 165 day period.

The Constitution was adopted on 26<sup>th</sup> November, 1949 and on January 24, 1950 the drafting was accomplished when the members signed two hand written copies of the document – 1 each in Hindi and English. On January 26, 1950 the Constitution of India came into force and became the law of the land. The day is commemorated as Republic Day. So, the year 2020 was celebrated as the 70<sup>th</sup> anniversary of Indian Constitution. A large number of functions were arranged all over Indian Railways throughout the year which culminated in the Grand finale on 26<sup>th</sup> Nov, 2020, the 71<sup>st</sup> Constitution Day.

South Eastern Railway celebrated Constitution Day at its Headquarters, Garden Reach as well as in the Divisions on 26 November, 2020 to commemorate 71<sup>st</sup> Anniversary of the adoption of the Constitution of India. Shri Sanjay Kumar Mohanty, General Manager, South Eastern Railway virtually read out the Preamble of the Constitution along with staff and officers at S E Railway Headquarters, Garden Reach. General Manager including all officers and staff put their signatures on the Preamble Wall placed at the portico of this Railway Headquarters as a mark of solidarity on the Constitution Day. Banners & Posters were displayed throughout the S.E. Railway jurisdiction to celebrate the Constitution Day. Brochures on Constitution Day, Constituent Assembly, Framing of the Constitution and Fundamental Duties were distributed amongst rail users.

Constitution Day was also celebrated at all the Divisional Offices of S.E. Railway viz. Kharagpur, Adra, Chakradharpur and Ranchi in a befitting manner. Divisional Railway Manager of respective divisions, officers and staff read out the preamble with a view to create awareness about their rights and duties. The year-long activities like Rally, Conferences, Seminars, Debates, Quiz Competitions, Walkathon, Poster Competition, Distribution of Posters and Leaflets, Patriotic Songs etc. were organised over South Eastern Railway to reiterate and reorient the citizens towards values and principles expressed in the Indian Constitution and to encourage all railway employees to play their rightful role in strengthening the Indian democracy.





# CONSTITUTION DAY



Kharagpur



Chakradharpur

Headquarter



Kharagpur Workshop



Adra



Scouts and Guides in Kharagpur Division

- 71<sup>st</sup> Constitution day celebrations on 26<sup>th</sup> November, 2020 started with preamble reading ceremony organized at HQ office and three divisions – Agra, Jhansi, Prayagraj and other units of North Central Railway.
- To mark this occasion this year preamble of Indian Constitution was read out by officers, staff and supervisors of North Central Railway following live telecast of preamble reading by Hon'ble President of India Shri Ram Nath Kovind.
- Pledge on fundamental duties for citizens of India was administered to officers and staff at HQ office by PCPO NCR Shri Nand Kishore and similar pledge taking functions were organized by divisions and other units of North Central Railway.
- Brochures, Banners, Posters, Standees, flyers etc. related to Constitution of India provided/ planned at prominent locations of offices, service buildings, stations etc.
- Awareness campaign focused on Citizen Duties including fundamental duties carried out.
- Talk, conference, seminar, quiz, debates etc. on Constitution of India with main thrust on fundamental Duties were also organized.
- Publicity through social media.



Poster Campaign



Quiz Competition





On the occasion of 71<sup>st</sup> Anniversary of the adoption of the Constitution of India 'Constitution Day' was celebrated at East Central Railway, Headquarters Office all five divisions and Units with great enthusiasm. On the occasion, General Manager, Shri L.C.Trivedi along with all Principal Heads of various department, and Sr. Officers and employees of ECR read out Preamble as enshrined in the Constitution of India observing pandemic guideline.

Banners and posters on fundamental duties of citizens are displayed in various places and dissemination of information on Fundamental Duties through Social Media is being done on regular time intervals.



CSSH Patna



Danapur Division



DDU Division



DHN Division





DRM SPJ



DRM DDU



DRM DHN



DRM DNR



DRM SEE



Headquarter



Headquarter

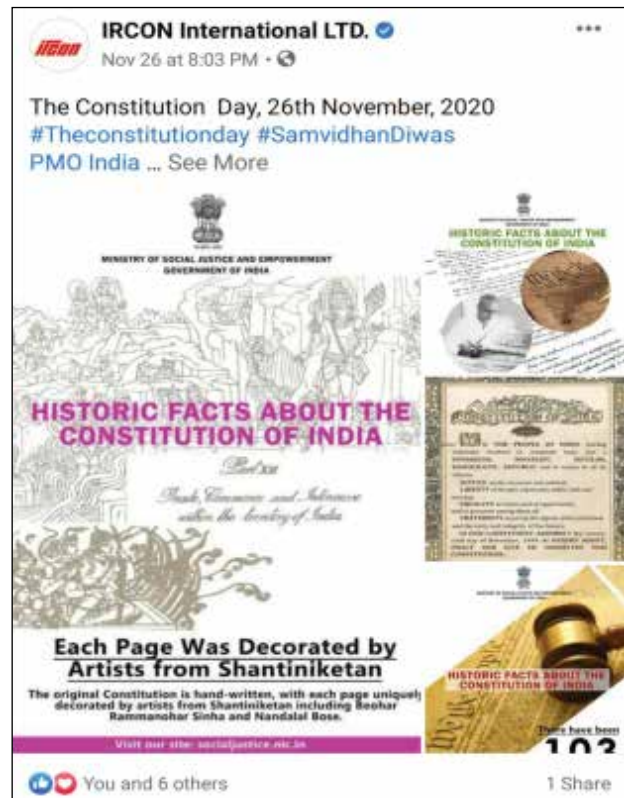
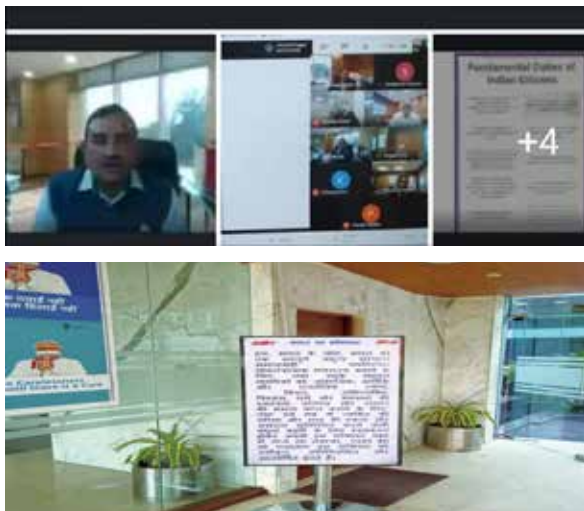
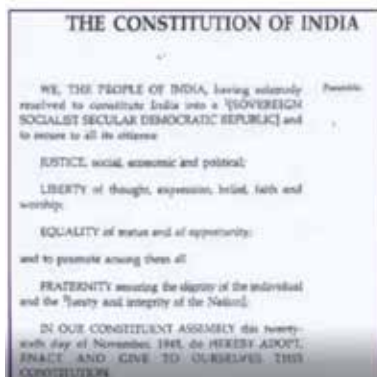


SPJ Division





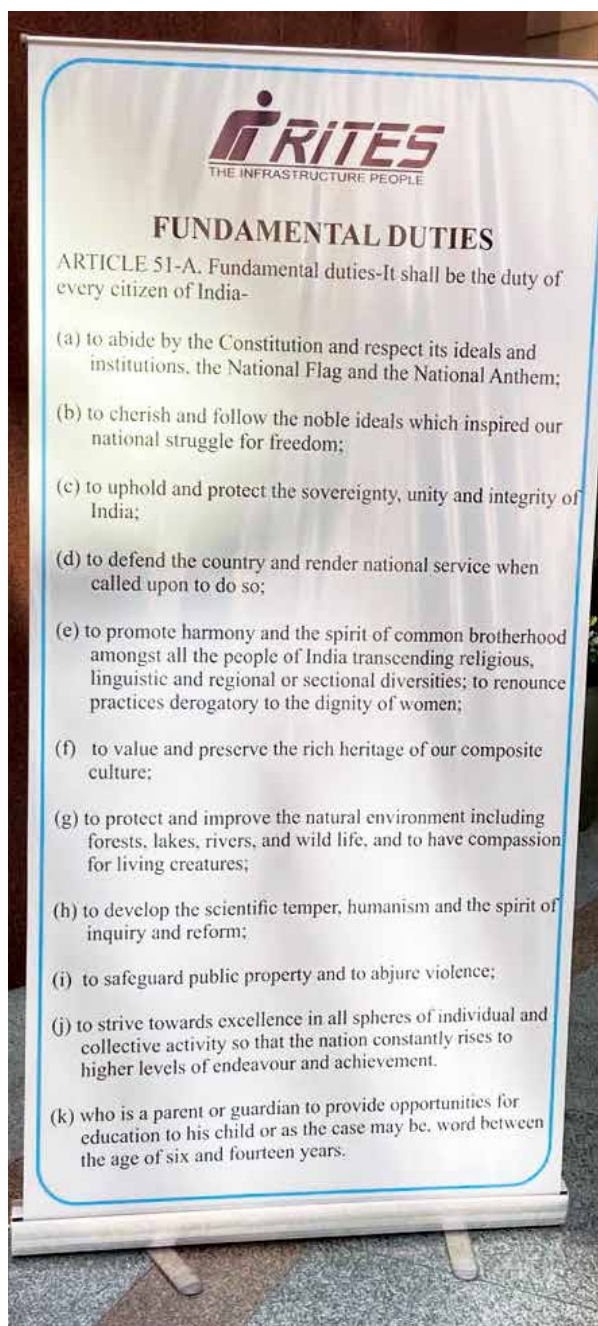
Constitutional Day was observed at Ircon International Limited on 26<sup>th</sup> November, 2020, following the guidelines issued by GOI for precaution against COVID-19. Constitution day was commenced with reading of Preamble of the Constitution at 11 AM on 26 November, 2020. The pledge on fundamental duties was administered by the CMD of Ircon International Limited, Project Directors and Project heads of IRCON. All officers and staff actively participated in the ceremony. Dissemination of information on Fundamental Duties was done through Twitter & Facebook account of the company.





MITES observed Constitution Day at the office campus in Gurugram on November 26, 2020. Following activities were organized to mark the day:

- MITES Chairman & Managing Director Shri Rajeev Mehrotra, along with Functional Directors, administered a pledge on fundamental duties to officials and employees. He also read out Preamble of the Constitution, followed by officers and employees of the company, through OAVM.
- Posters on fundamental duties were displayed on MITES office campus. Also, a film on BR Ambedkar, Father of Indian Constitution, was played.
- Through social media posts, the importance of Constitutional values and fundamental duties was highlighted.







Reading of Preamble of the Constitution



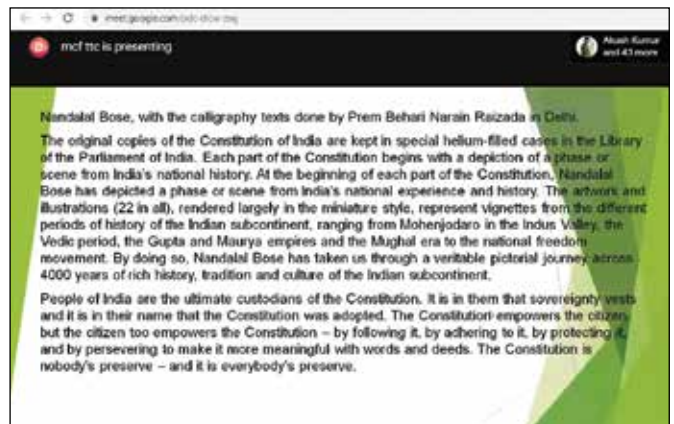
Pledges on Fundamental Duties



Dissemination of information on Fundamental Duties through Social Media

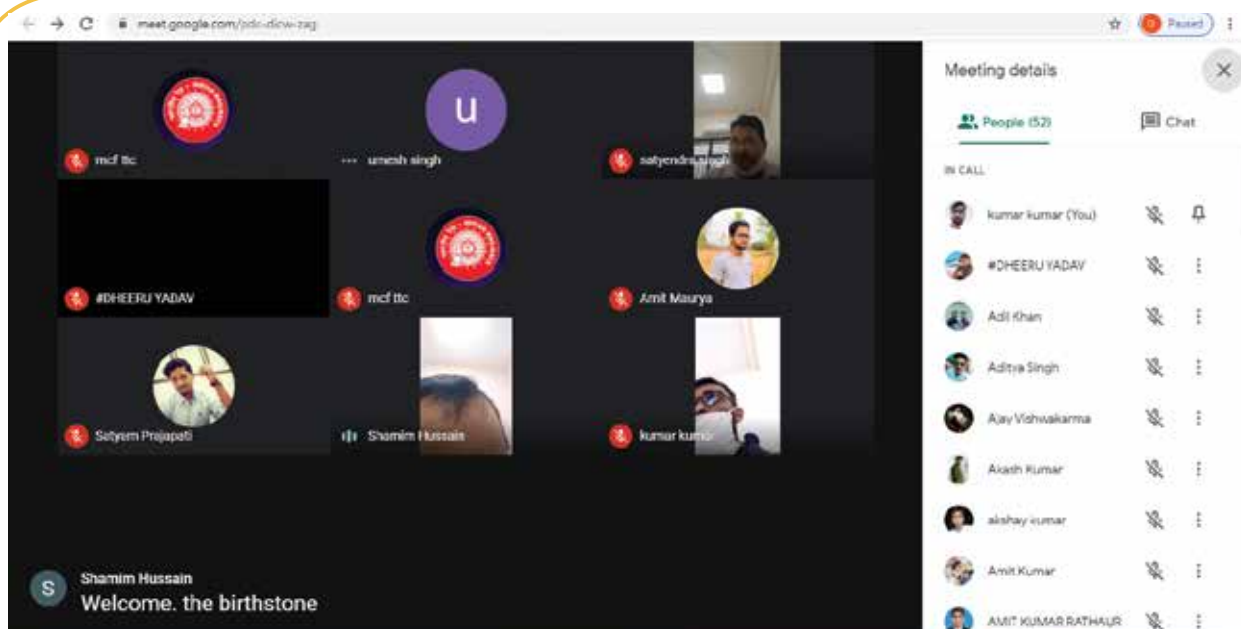


Dissemination of information on Fundamental Duties through Social Media



Webinars on Fundamental Duties of Constitution





Online debate and conference on Fundamental Duties of Constitution



Quiz Contest



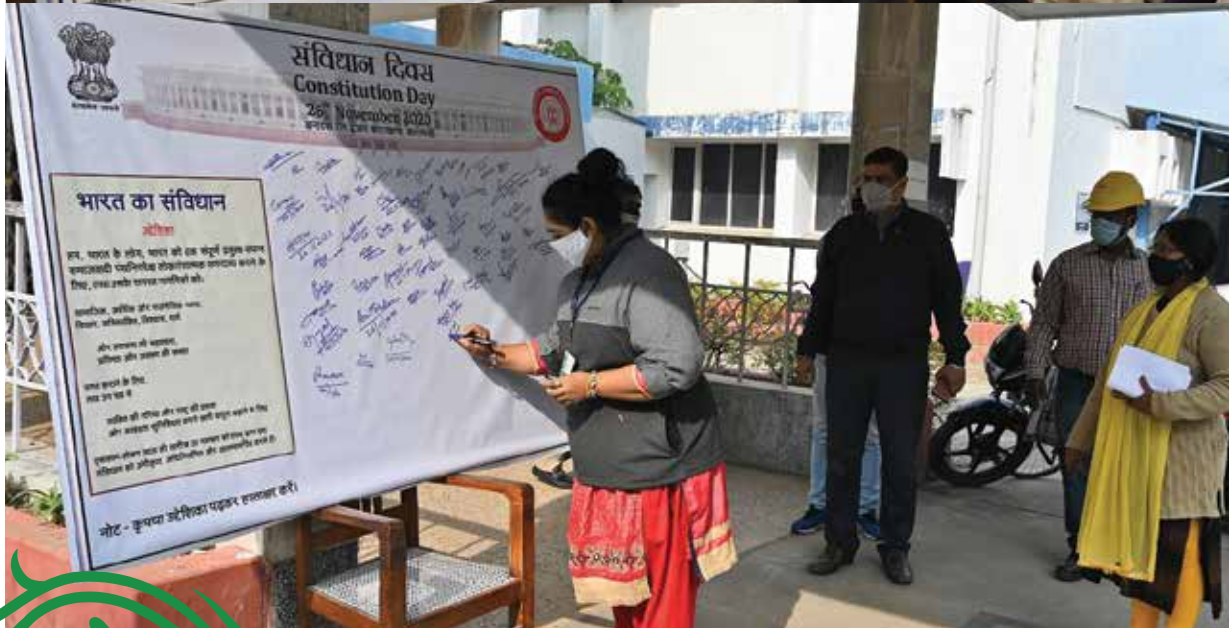
Preamble Signature Wall



Photographs of Signature Wall









Constitution Day was celebrated on 26 November, 2020 in RDSO. On this occasion Shri Virendra Kumar, Director General RDSO read the Preamble of the Constitution in the mini conference hall by following Covid-19 guidelines.

Shri Ramesh Pinjani, ADG RDSO was also present with other officials. The Preamble of the Constitution was read out by their controlling

officers in the various directorates and all field units. A webinar on the Constitution and the Fundamental Duties was also organized on the occasion, Shri Akhilesh Upadhyay, Law Officer gave a lecture on the Fundamental Duties conferred by the Constitution. The Fundamental Duties were also promoted through social media, Twitter, Facebook and Instagram.

## NHSRCL



Watching the Livestreaming of Hon'ble President reading the constitution preamble at 11 AM Reading of Fundamental Duties by all employees. A poster was placed at Corporate office and all project offices on Constitution day. A Social Media post about the preamble was posted on all NHSRCL official handles.





# THE MYSTERY OF 'HE' OR 'SHE'

Shri N. Subramanian

Retd. Office Superintendent/Signal and Telecommunication Branch, SR

It is not uncommon now-a-days that we are caught in a puzzle to identify a person by name whether it is he or she when no indicative word like Mr. or Ms. or Mrs. is prefixed. In this way I am very often left confused whenever I try to address a person as 'Dear Sir' or 'Madam'. In different areas of our own country this problem is more on the names with which we are not familiar or accustomed. In my school days I was not sure whether Dr. Nayudamma was a male or female. In our Tamil Nadu, names like Krishna, Prasanna, Ramani, etc., are common for both genders and naturally the confusion will prevail upon them. When persons from both genders started to occupy the highly esteemed/coveted posts, I believe that the common name 'chair person' replacing the earlier term 'chairman', came into existence in order to overcome the embarrassments in mentioning 'he' or 'she' but also to clear the confusion of laymen like me. It is for this reason it is on cards to change the term of 'postman' into 'post-person', 'watchman' into 'watch-person' etc., in view of both genders' occupation of posts in all categories. Likewise, before the advent of modern trends [in the name of cultural change] of 'equality' between men and women, we were able to identify the gender easily and it was all casual like married women wore the holy 'thali' [Yellow thread with 'Thirumangalyam'] on neck and 'metti' on leg finger. Now-a-days, due to their wearing a chain in place of the yellow thread and cut shoes that hide the 'metti' their sanctified status is not visible. While unmarried women's name is prefixed with Ms. [Selvi/Kumari], and married is

with Mrs. Srimathi. The system of prefixing Mrs. or Srimathi to married women always invites great respect and a married woman named 'Srimathi' when prefixed with Srimathi, it becomes Srimathi Srimathi (!). While only the boys' names are prefixed with Master, men's names are always prefixed only with Mr. whether married or unmarried. They also do not add any additional symptom on their physique for having married. I am sure that day is not far off to address this disparity by the other gender. In early days, widows were identified as such, besides the absence of 'thali' and 'metti', by not wearing flowers on head and not fixing kum-kum on forehead. In fact, these aspects are vanishing gradually and now all look equal like each other, whether it is men or women and whether he or she is married or unmarried and whether he or she is a widower or widow and finally whether it is he or she. People change along with change of time. Dress-wise too, earlier it was a simple identification/recognition and now that this code of conduct has become common for both, it has become really difficult to differentiate between men and women unless we go near them. Once, while I was in Railway service, an officer named one Mr. Rengarajan introduced himself with a new lady officer saying "I am Rengarajan" and the response from the other side was "I am Mrs. Manjula Rengarajan". It was really incidental. I well remember when Mrs. Indira Gandhi became the first woman Prime Minister of our country, to her Secretary's doubt, with no hesitation, she simply clarified that she could be addressed as Mr. Prime Minister by other dignitaries. ■



## Writers and Contributors

Writers are invited to contribute articles on subjects like

**SHORT STORIES, TOURISM, HEALTH, YOGA, CINEMA, GARDENING, MEDITATION, COOKING, SPORTS, FAMOUS PLACES ABROAD, TREKKING etc.**

in 800-1000 words/poems/quiz/puzzles.

Relevant pictures along with article may be sent only on Email ID [editorindianrailways@gmail.com](mailto:editorindianrailways@gmail.com)


*A suitable remuneration shall be paid after its publication* -Editor



# 2020 LOOKING BACK



- Railways announced on 1<sup>st</sup> January 2020, one integrated Helpline number “139” for grievances redressal during travel.
- Second Premium Tejas Train was flagged off on 17<sup>th</sup> January, 2020 by Shri Vijay Rupani, Chief Minister of Gujarat from Ahmedabad.
- ‘RailMadad’ gets Silver award under Category II of National e-Governance Awards – ‘Excellence in providing Citizen Centric Delivery’.
- Shri Piyush Goyal, Minister of Railways and Commerce & Industry inaugurated Phase-I of East West Metro corridor of Kolkata Metro.
- Following imposition of lockdown, passenger train services were cancelled till 2400 hours of 31 March, 2020 and later extended further.
- Transportation of essential commodities to various parts of the country continued at full speed despite complete lockdown in the country due to pandemic of Coronavirus.
- In a relentless battle against Covid 19, Railways transport 1150 tonnes of medical items during lockdown across the country.
- More than 2500 Doctors and 35,000 paramedic staff deployed to meet the COVID 19 challenge. Coach Factories, Railway workshops, coaching depots and hospitals all rose to the occasion locally producing PPEs type overall, sanitizers and masks etc. to supplement the national efforts.
- Indian Railways distributed more than 85 lakh free meals and about 1.25 crore free water bottles to nearly 50 lakh migrants travelling in Shramik Special trains.
- Passenger Train services gradually restored in a phased manner.
- Indian Railways operationalizes most powerful 12000 HP made in India locomotive. It is the first time, high horse power locomotive has been operationalized on broad gauge track in the world.
- Indian Railways created a new world bench mark by successfully running 1<sup>st</sup> double stack container train in high rise OHE electrified sections.
- Indian Railways handed over 10 Broad Gauge Locomotives to Bangladesh in a ceremony held on 27<sup>th</sup> July, 2020.
- Prime Minister of India dedicates the historic Kosi Rail Mahasetu to the nation on 18<sup>th</sup> September, 2020.
- Indian Railways launched on 29<sup>th</sup> October, 2020, Operation ‘Meri Saheli’ initiative focused on security of women travelling in trains.
- Haldibari-Chilahati rail link jointly inaugurated by the Prime Ministers of India and Bangladesh on 17<sup>th</sup> December.
- Indian Railways issues draft National Rail Plan on 18<sup>th</sup> December, 2020.
- 100<sup>th</sup> Kisan Rail virtually flagged off by Hon’ble Prime Minister of India on 28 December
- Khurja-Bhaupur section of Eastern Dedicated Freight Corridor virtually inaugurated by Hon’ble Prime Minister of India on 29<sup>th</sup> December.



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TetraFlex® is designed to provide reliable, fast and disruption-free TETRA data and voice communication for mission critical operations.

TetraFlex® features a fully distributed network architecture and is 100% IP based, giving full flexibility in site and capacity expansions - even during operation.

The easily accessible API enables seamless integration with other system environments such as dispatcher solutions.

TetraFlex® is available with both indoor base stations, as well as the IP65 protected and compact outdoor base stations, providing high flexibility in installation.

*DAMM solutions and support are available in India through our Authorized Partner Consort Digital.*



### Trusted by industry leaders worldwide

TetraFlex® Solutions have been deployed for a wide range of projects within the transport and logistics sector, including:

- Western Railway
- Nagpur Metro
- St. Petersburg Citywide Network
- Fortescue Metal Group Railway
- Almaty Metro





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